



WILLIAM T FUJIOKA
Chief Executive Officer

County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
<http://ceo.lacounty.gov>

November 7, 2012

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER PROJECT
CERTIFY FINAL ENVIRONMENTAL IMPACT REPORT, ADOPT MITIGATION
MONITORING AND REPORTING PROGRAM, ADOPT THE CONSTRUCTION
PROGRAM REIMBURSEMENT RESOLUTION, APPROVE PROJECT SCOPE,
BUDGET, FINANCING AND RELATED APPROPRIATION ADJUSTMENT,
AUTHORIZE BUILDING DEMOLITION, APPROVE SUPPLEMENTAL AGREEMENT
CAPITAL PROJECT NO. 77190
(THIRD DISTRICT) (3 VOTES)**

SUBJECT

Approval of the recommended actions will certify the Final Environmental Impact Report, adopt related environmental documentation, adopt the construction program reimbursement resolution, approve the proposed Project, approve the related appropriation adjustment, and authorize the Department of Public Works to implement the San Fernando Valley Family Support Center Project.

IT IS RECOMMENDED THAT THE BOARD:

1. Certify that the Final Environmental Impact Report for the San Fernando Valley Family Support Center Project has been completed in accordance with the California Environmental Quality Act and reflects the independent judgment and analysis of the County; find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the Project; adopt the Mitigation Monitoring and Reporting Program, finding that the Mitigation Monitoring and Reporting Program is adequately

"To Enrich Lives Through Effective And Caring Service"

**Please Conserve Paper – This Document and Copies are Two-Sided
Intra-County Correspondence Sent Electronically Only**

Board of Supervisors
GLORIA MOLINA
First District

MARK RIDLEY-THOMAS
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

designed to ensure compliance with the mitigation measures during Project implementation; and determine that the significant adverse effects of the Project have either been reduced to an acceptable level or are outweighed by the specific considerations of the project, as outlined in the Environmental Findings of Fact and Statement of Overriding Considerations, which findings and statement are adopted and incorporated by reference;

2. Approve the San Fernando Valley Family Support Center Project, with an estimated total Project budget of \$175,895,000, and authorize the Department of Public Works to carry out the Project;
3. Adopt the "Resolution of the Board of Supervisors of the County of Los Angeles Declaring its Intention to Reimburse Certain Capital Expenditures from the Proceeds of Taxable or Tax-Exempt Obligations (San Fernando Valley Family Support Center Construction Program)";
4. Authorize the Director of Public Works, or her designee, to perform the remediation and demolition of the existing bowling alley, the Mid-Valley Probation Residential Youth Center, and the San Fernando Valley Service Center buildings using an existing Board-approved Job Order Contract;
5. Approve and authorize the Director of Public Works, or her designee, to execute Supplemental Agreement 2 to Contract PW-12961 with PBWS Architects in the amount of \$1,057,650 for architectural and engineering services to support the design-build procurement, design, and construction phases of the San Fernando Valley Family Support Center Project, increasing the total not-to-exceed contract amount to \$1,777,830;
6. Approve the appropriation adjustment to transfer \$2,288,000 from the Various Capital Projects—Third District Various Improvement, to the San Fernando Valley Family Support Center Project (Capital Project No. 77190) to fund the program and predevelopment costs;
7. Find that the proposed San Fernando Valley Family Support Center Project has no effect on fish and wildlife and authorize the Director of Public Works, or her designee, to complete and file a Certificate of Fee Exemption for the Project with the County Clerk-Registrar/Recorder.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTIONS

Approval of recommended actions will certify the Final Environmental Impact Report (EIR), provide for future reimbursement of Project costs through tax-exempt financing, approve the Project budget, approve the related appropriation adjustment, and allow the Department of Public Works to implement the San Fernando Valley Family Support Center Project.

Background

Over the past several years, the Departments of Child Support Services (CSSD), Children and Family Services (DCFS), Mental Health (DMH), Probation, Public Health (DPH), Public Social Services (DPSS), and Health Services (DHS), and the Chief Executive Office (CEO) Service Integration Branch have been working together on improving a seamless service model for families requiring access to County services in the San Fernando Valley. This service model will provide multiple social and health services in a single location, and a one-stop setting to benefit and serve the community. The proposed tenant departments have been working closely with the CEO to identify the appropriate programs and staffing to ensure this service model appropriately addresses client needs.

Proposed Project

The San Fernando Valley Family Support Center Project (Project) will be located in the San Fernando Valley on a County-owned 6.78-acre site at 7501, 7515, 7533, and 7555 Van Nuys Boulevard, Van Nuys. The Mid-Valley Comprehensive Health Center (Mid-Valley Comp Center) is located at 7515 Van Nuys Boulevard and will remain operational during the proposed Project construction. In addition, the following buildings are located on the property: the former Mid-Valley Probation Residential Youth Center located at 7533 Van Nuys Boulevard, which is now vacant, a former bowling alley located at 7501 Van Nuys Boulevard, which is now vacant, and the San Fernando Valley Service Center located at 7555 Van Nuys Boulevard, which currently houses the Department of Community and Senior Services Service Center and their Adult Protective Service Program, and the Probation Department Juvenile Day Reporting Center.

The proposed Project includes the demolition of the existing San Fernando Valley Service Center building, the former Mid-Valley Probation Residential Youth Center building and a closed bowling alley, totaling 98,777 square-feet. New construction includes a proposed maximum five-story office building with approximately 212,000 square-feet, including 4,000 square-feet of retail/food services space, a multi-story parking structure with approximately 1,348 parking spaces, and overall site

improvements, including driveways, sidewalks, and landscaping. The proposed Project will be designed and built around the Mid-Valley Comp Center, which will remain open during construction and will continue to operate after the Center is completed.

The proposed Project will align office and staff space using current County space standards and consolidate the following departments: CSSD, DCFS, DMH, Probation, DPH, and DPSS. The proposed Project will relocate the DHS Mid-Valley Comp Center pharmacy.

This table compares the existing staffing and square footage locations to the proposed Project staffing and estimated square footage:

Department	Existing Locations		Proposed Project	
	Staffing	Square Footage	Staffing	Square Footage
CSSD	157	45,775	156	32,000
DCFS	325	52,185	399	79,000
DHS	37	5,777	37	9,000
DMH	8	1,500	17	3,000
Probation	136	17,960	136	27,000
DPH	0	0	4	1,000
DPSS	353	49,360	294	57,000
Retail Space	0	0	0	4,000
Total	1,016	186,057	1,043	212,000

The Department of Public Works (Public Works) will be using the design-build project delivery method to complete the proposed Project. Based on the definition of the program for the seven County departments and the expected service mix; the design-builder will develop the proposed Project based on the criteria being developed in the scoping documents for the space program, space types, space adjacencies, and total square footage required to support integrated work processes at the new center. We plan to return to the Board in April 2013 to request approval of a total Project budget and to award a design-build contract for the development of the San Fernando Valley Family Support Center Project.

Civic Art Allocation

In accordance with the Board's Civic Art Policy, adopted on December 7, 2004, and revised on December 15, 2009, the proposed Project budget will include \$1,000,000 to be allocated to fund Civic Art for the Project.

Green Building/Sustainable Design Program

The Project will comply with the County's Energy and Environmental Policy. The Center will be designed and constructed to achieve the United States Green Building Council's Leadership in Energy and Environmental Design Silver level certification by incorporating sustainable design features to optimize energy and water use efficiency, enhance the sustainability of the site, improve indoor environmental quality, and maximize the use and reuse of sustainable and local resources.

Implementation of Strategic Plan Goals

The proposed Project supports the County's Strategic Plan Goals of Operational Effectiveness (Goal 1) Fiscal Sustainability (Goal 2), and Integrated Services Delivery (Goal 3), by investing in public infrastructure which will support the timely delivery of customer-oriented and efficient public services to families of the east San Fernando Valley area by maximizing the effectiveness of process, structure, and operations.

FISCAL IMPACT/FINANCING

The proposed Project costs are currently estimated at \$175.9 million, based on conceptual design, including scoping documents, plans and specifications, jurisdictional reviews, consultant services, construction costs, Civic Art, and County services. We will return to the Board in April 2013 for approval of the final Project costs, approval of the Project budget, award of the design-build contract, and financing recommendation. The proposed Project development costs, including Supplemental Agreement 2 to PBWS, are funded by the Third District net County cost.

The Third District will contribute \$7,322,000 to fully fund the cost of furniture, fixtures, and equipment. The remaining costs of \$168,573,000 will be bond financed resulting in an estimated annual debt service payment of \$12,083,000. The estimated annual debt service payment of \$12,083,000 and operating expenses of \$1,628,000 will be billed to the tenant departments. After taking reimbursement from subventions and the existing appropriation net County cost of \$752,000 into account, an additional contribution of \$4,100,000 in annual net County cost will be required. It is recommended that this additional net County cost be absorbed by the General Fund.

Costs associated with the proposed Project will be funded with approximately 66 percent State and Federal subvention and 34 percent net County costs. The subvention rates for CSSD, DCFS, DMH, DPH, and DPSS are 100 percent, 68.8 percent, 100 percent, 100 percent and 91 percent, respectively. The costs for DHS, Probation, and the retail space are 100 percent net County cost.

Approval of the attached appropriation adjustment (Attachment B) will transfer \$2,288,000 from the Various Capital Project–Third District Various Improvement, to the San Fernando Valley Family Support Center Project (Capital Project No. 77190) to fund program and predevelopment costs until award of a design-build agreement and issuance of the bonds.

Upon approval of the design-build contract in April 2013, it is recommended that the proposed Project costs be funded with issuance of long-term bond financing. The par amount of each bond type to be issued will be based on market conditions and discussions with the Treasurer and Tax Collector and presented to the Board for approval prior to implementation of the financing.

Operating Budget Impact

The proposed Project is estimated to be completed in late 2014 and the debt service and operational expenses will commence in Fiscal Year 2014-15. The costs will be funded by each department's operating budget and a General Fund contribution.

ENVIRONMENTAL DOCUMENTATION

Initial Study and Notice of Preparation

An Initial Study was prepared for the proposed Project, in compliance with the California Environmental Quality Act (CEQA). The Initial Study concluded that there is substantial evidence that the proposed Project has the potential for significant impact on the environment in the following areas: aesthetics, air quality, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services (police and fire), transportation and traffic, and utility and service systems. The Initial Study determined that an EIR would be required.

The Initial Study also found that the proposed Project would have no impact or less than significant impact on the environment in the following areas: agriculture and forestry resources, biological resources, cultural resources, mineral resources, population and housing and recreation. Further evaluation in these areas in an EIR was not found to be required under CEQA.

On April 4, 2011, the County distributed a Notice of Preparation (NoP) for a Draft EIR to the State Clearinghouse and to applicable Federal, State, regional, and local government agencies and interested parties. A public Notice of Availability (NoA) of the NoP was mailed directly to approximately 500 individuals and public agencies as interested parties. The NoP advertised a public scoping meeting for interested parties

to receive information on the Project and the related CEQA process, as well as provided an opportunity for the submission of comments. The County held the public scoping meeting on May 2, 2011, at the Delano Recreation Center. No issues were raised at the meeting. A total of six agencies, in addition to the State Clearinghouse, and no interested parties submitted comment letters in response to the NoP and Initial Study. No known areas of controversy were identified. Comments related to environmental issues received during the public review and scoping meeting were considered in the preparation of the Draft EIR.

Environmental Impact Report

The Draft EIR was completed and distributed to the State Clearinghouse and other various agencies and organizations on May 25, 2012, for a 60-day public review period that ended on July 23, 2012. NoA of the Draft EIR was mailed directly to approximately 500 individuals and public agencies as interested parties, and was published in the Daily News on May 25, 2012, pursuant to Public Resources Code Section 21092 and posted pursuant to Section 21092.3. In addition, a copy of the Draft EIR and technical appendices was made available at the Los Angeles County Chief Executive Office, San Fernando Valley City Hall and the Van Nuys Library. The Draft EIR was also available for viewing on the internet. A total of seven letters of comment were received in response to the Draft EIR. No comment letters were received from member of the public. Seven were from public agencies, including the City of Los Angeles, Los Angeles Department of Water and Power, Los Angeles Department of Transportation, Native American Heritage Commission, South Coast Air Quality Management District, Metropolitan Transportation Authority, and the County of Los Angeles Fire Department. Responses to those comments are included in the Final EIR (Attachment C). Responses to all comments received during the comment period from public agencies were sent to those agencies pursuant to Public Resources Code Section 21092.5.

Evaluation of Alternatives

The proposed Project was evaluated along with various alternatives, in light of the Project objectives. Among the Project objectives outlined in the EIR are: redevelop an existing underutilized site with sufficient office space to consolidate seven existing County departments at one centralized location to enhance accessibility by community residents, allow for redevelopment of the Project site to improve the provision of County services to east San Fernando Valley residents, consolidate family support services currently being provided in multiple locations to reduce regional vehicle miles travelled, and substantially improve the visual appearance of the site through the development of a new building and improved landscaping.

The proposed Project is recommended as the preferred alternative because the Final EIR determined that the proposed Project meets all of the Project objectives, and there is no feasible alternative that would eliminate all the significant and unavoidable impacts of the proposed Project relative to air quality, noise and traffic that is capable of meeting all of the basic objectives of the Project.

In addition to the proposed Project, three other alternatives, including the No Project alternative as required by CEQA, were evaluated for their ability to avoid or reduce potentially significant environmental impacts and to meet the Project objectives of the proposed Project. The alternatives considered were determined to represent a reasonable range of alternatives to the proposed Project.

The No Project/Adaptive Reuse Alternative (Alternative 1) assumes that the existing onsite buildings, including currently vacant buildings (i.e., 55,602 square-feet of Mid-Valley Youth Center, 15,347 square-feet of San Fernando Valley Service Center, and 27,828 square-feet of bowling alley) are repurposed as office buildings to accommodate the County departments. Under this alternative, no demolition and site layout modifications would occur. No additional parking would be provided and the soil export of 200,000 Cubic Yards (CY) would not be required. This alternative would remodel the interiors of the buildings and paint the exteriors. Because onsite buildings provide only 98,777 square-feet of total building area instead of the currently proposed 250,330 square-feet, less than half of the seven County departments would be able to relocate to the Project site. No green space area or children's play area would be provided. The existing Mid-Valley Comprehensive Health Center would remain active as with the proposed Project.

The No Underground Parking Alternative (Alternative 2) assumes a new 250,330 square-foot office building would be constructed with all above-grade parking to avoid 200,000 CY of soil export. Therefore, instead of 2.25 levels below-grade and 3 levels above-grade parking structure, either one above-grade parking structure (9 levels and 1,602 spaces) or two above-grade parking structures would be constructed (one 5 levels and one 4 levels with 1,602 total spaces). The existing 103 surface parking spaces would be unchanged. Without the underground parking, the 8,180 square-foot green space area and a 3,600 square-foot children's play area would be eliminated. This alternative would house seven County departments as proposed by the Project.

The Reduced Intensity Alternative (Alternative 3) assumes all Project aspects would be reduced by one-third. This alternative assumes 166,887 square-feet of new office building, 1,137 parking spaces, and 133,333 CY of soil export. The existing structures (98,777 square-feet) would be demolished, and the green space and children's play area would be provided. The reduced development intensity would reduce the building

heights by one-third; therefore, a 1 level below-grade and 2 level above-grade parking structure and a 2 to 3 level office building would be constructed instead of a 2.25 level below-grade and 3 level above-grade parking structure, and a 2.25 level below-grade and 3 to 5 level above-grade office building. This alternative would meet some of the Project objectives but not to the degree of the proposed Project and slightly reduce the retail space.

Final Environmental Impact Report

The Final EIR consists of: the Draft EIR dated May 2012, including technical appendices to the Draft EIR; and Responses to Comments dated Errata dated August 2012. Except for unavoidable impacts related to direct and cumulative air quality, direct and cumulative noise and direct and cumulative transportation/traffic, all identified significant environmental effects of the Project can be avoided or reduced to a level of insignificance through the implementation of the mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP) identified in the FEIR. (Attachment E) As stated in the FEIR and attached Environmental Findings of Fact and Statement of Overriding Considerations (Attachment D), the Project will result in unavoidable significant impacts to direct and cumulative air quality, noise and transportation/traffic, but such impacts have been reduced to the extent feasible, and the benefits of the proposed Project, which include development of a new San Fernando Valley Family Support Center that is more centrally located and accessible, improved quality of service and efficiency in the delivery of services, creation of temporary construction jobs resulting in benefit to the local community, outweigh these unavoidable adverse impacts.

Mitigation Monitoring and Reporting Program

A MMRP consistent with the conclusions and recommendations of the Final EIR have been prepared and are attached. The MMRP identifies in detail the manner in which compliance with the measures adopted to mitigate or avoid potential adverse impacts of the proposed Project to the environment will be ensured and its requirements have been incorporated into the conditions of approval of this proposed Project.

The location of the documents and other materials constituting the record of the proceeding upon which the Board of Supervisors' decision is based in this matter is the County of Los Angeles Chief Executive Office, 754 Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, CA 90012. The custodian of such records is Michael Samsing of the Chief Executive Office.

Upon your Board's certification of the FEIR and finding that the Project has no effect on fish and wildlife, Public Works will file a certificate in accordance with Section 711.4 of the California Fish and Game Code. We will file a Notice of Determination in compliance with Section 21152(a) of the California Public Resources Code. A \$50 processing fee will be paid to the County Clerk.

CONTRACTING PROCESS

Supplemental Agreement

PBWS was selected as the most qualified firm to prepare scoping documents for the proposed Project. In order to expedite completion of the proposed Project, Public Works, in coordination with the CEO, executed an initial contract with PBWS under delegated authority for \$75,000. On September 18, 2012, the Board approved Supplemental Agreement 1 for PBWS to complete preparation of the design-build scoping documents, increasing the total not-to-exceed contract amount to \$720,180.

The recommended Supplemental Agreement 2 retains PBWS as the County's architectural and engineering consultant for the remaining design-build procurement, design and construction phases (construction administration services). The need for these additional services was documented in our letter to the Board for Supplemental Agreement 1 for PBWS dated September 18, 2012. Supplemental Agreement 2 increases the contract by a \$1,057,650 not-to-exceed amount, bringing the total not-to-exceed contract amount with PBWS to \$1,777,830.

Design-Build Project Delivery

On July 3, 2012, Public Works issued the first part (Part A) of the Request for Proposals (RFP) to prequalify prospective design-build firms. On August 1, 2012, 14 qualified design-build firms responded to the RFP and a County team (Public Works, CEO, and DPSS) evaluated the proposals to determine three finalists. The second part (Part B) of the RFP is to be issued in October 2012 to these three prequalified shortlisted finalists. After receipt of technical and cost proposals in January 2013, each proposal will be scored and ranked by the evaluation committee based on the requirements identified in the RFP, and the design-builder with the best value proposal will be selected. Following selection and negotiations, Public Works plans to return to the Board with a recommendation regarding award of a design-build contract. Public Works also plans to return to the Board for award of various other consultant contracts required for the Project. The Project Schedule Summary is listed as Attachment A.

Under the County's design-build RFP documents, the County has the opportunity to use all aspects of all submitted proposals by paying a stipend to each qualifying proposer (a maximum of two) that is not selected for contract award, as provided for in the second part of the RFP. A stipend constitutes payment by the County for the right to use the information and ideas contained in the proposals in the final Project design. The proposed stipend for this Project has been set at a \$150,000 not-to-exceed amount to be paid to each qualifying proposer (a maximum of two) that is not selected for contract award. The proposer receiving the contract shall not be entitled to a stipend. However, should the County decide not to award the contract after proposals have been submitted, every responsive, qualifying proposer (a maximum of three) will be awarded a stipend in the stated amount.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Mid-Valley Comp Center will remain fully operational during construction. Public Works will coordinate construction activities with DHS to minimize inconvenience to staff and patients to the fullest extent possible.

In addition, the CEO office is working with the Department of Community and Senior Services and Probation to relocate programs from the San Fernando Valley Service Center.

The Honorable Board of Supervisors
November 7, 2012
Page 12

CONCLUSION

Please return one adopted copy of this Board letter to the Chief Executive Office, Capital Project Division; and the Department of Public Works, Project Management Division I.

Respectfully submitted,



WILLIAM T FUJIOKA
Chief Executive Officer

WTF:RLR:DJT
DKM:MDS:zu

Attachments

c: Executive Office, Board of Supervisors
County Counsel
Arts Commission
Auditor-Controller
Child Support Services
Children and Family Services
Community and Senior Services
Health Services
Internal Services
Mental Health
Probation
Public Health
Public Social Services
Public Works
Treasurer and Tax Collector

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF LOS ANGELES DECLARING ITS INTENTION TO
REIMBURSE CERTAIN CAPITAL EXPENDITURES FROM THE
PROCEEDS OF TAXABLE OR TAX-EXEMPT OBLIGATIONS
(SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CONSTRUCTION TECP PROGRAM)

WHEREAS, from time to time the County of Los Angeles (the "County") desires and intends to expend funds on certain capital projects (the "Project"), as set forth in Attachment 1 hereto; and incorporated by this reference; and

WHEREAS, certain costs of the Project will initially be paid from amounts temporarily withdrawn from the General Fund of the County of Los Angeles; and

WHEREAS, the costs of the Project paid with funds temporarily withdrawn from the General Fund of the County of Los Angeles are expenditures of a type which are properly chargeable to a capital account under general federal income tax principles in connection with the Project, and

WHEREAS, the County expects to issue taxable or tax-exempt bonds, notes, or commercial paper or certificates of participation, or enter into a tax-exempt lease with a third-party lessor (collectively "Obligations") to reimburse the capital expenditures of the County with respect to the Project which were paid with amounts initially withdrawn from the County's General Fund; and

WHEREAS, no funds of the County or of any other entity which is part of the controlled group of which the County is a part (the "Controlled Group") as such term

is defined in Section 1.150-1 of the regulations of the United States Treasury under the Internal Revenue Code of 1986, as amended, (the "Treasury Regulations") are, or are reasonably expected to be, allocated, reserved or otherwise set aside in the County's budget or in the Controlled Group's budget on a long-term basis to pay the portion of the costs of the Project which are to be reimbursed with proceeds of the Obligations; and

WHEREAS, upon issuance of Obligations, the County will:

(1) evidence the reimbursement allocation with an entry in the books or records which it maintains with respect to the Obligations, and (2) identify in such entry the actual prior expenditure being reimbursed or the fund from which the expenditure was paid, and;

WHEREAS, this Resolution will be reasonably available for public inspection within a reasonable period of time after its date of adoption and in the same manner governing the public availability of records of other official acts of the County Board of Supervisors; and

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations;

NOW, THEREFORE, this Board does find, resolve, determine and order that in accordance with Section 1.150-2 of the Treasury Regulations, the County declares its intention to issue Obligations to finance costs of the Project in an amount not to exceed \$176,000,000, the proceeds of which will be used to reimburse the County for capital expenditures paid for the Project prior to the issuance of said Obligations.

The foregoing Resolution was on the _____ day of November, 2012
adopted by the Board of Supervisors of the County of Los Angeles.

SACHI A. HAMAI, Executive Officer,
Board of Supervisors of the County
of Los Angeles

By _____
Deputy

APPROVED AS TO FORM:

JOHN F. KRATTLI
County Counsel

By 
Principal Deputy County Counsel

ATTACHMENT 1

to

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF LOS ANGELES DECLARING ITS INTENTION TO
REIMBURSE CERTAIN CAPITAL EXPENDITURES FROM THE
PROCEEDS OF TAXABLE OR TAX-EXEMPT OBLIGATIONS**

San Fernando Valley Family Support Center Project (C. P. 77190)

Project Budget: \$176,000,000

Description: Design and construction of a new approximately 212,000 square-foot office building and a 1,348 stall parking garage. Scope will also include utility relocation, landscaping and hardscape.

ATTACHMENT A

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CAPITAL PROJECT NO. 77190**

I. I. PROJECT SCHEDULE SUMMARY

Project Activity	Scheduled Completion Date
Project Scoping Documents	11/2012
Award Design-Build Contract	04/2013
Construction Documents	By Design-Builder
Jurisdictional Approvals	By Design-Builder
Construction Start	06/2013
Substantial Completion	12/2014
Final Acceptance	02/2015

ATTACHMENT B

SAN FERNANDO VALLEY FAMILY SUPPORTY CENTER PROJECT
RELATED APPROPRIATION ADJUSTMENT
CAPITAL PROJECT NO. 77190

APPROPRIATION ADJUSTMENT
3-VOTE MATTER

FINANCIAL SOURCES:

Various Capital Projects
Third District Various Improvements
A01-CP-6014-65099-77045
Capital Asset – Building and Improvement
DECREASE APPROPRIATION
SOURCES TOTAL: \$2,288,000

FINANCIAL USES:

Various Capital Projects
East San Fernando Valley Family Support Center
A01-CP-6014-65099-77190
Capital Asset – Building and Improvement
INCREASE APPROPRIATION
USES TOTAL: \$2,288,000

JUSTIFICATION:

To transfer funds currently in Various Capital Projects – Third District Improvement to Capital Project – San Fernando Valley Family Support Center Budget to fund the program and pre-development costs.

COUNTY OF LOS ANGELES

REQUEST FOR APPROPRIATION ADJUSTMENT

DEPT'S. 060
NO.

DEPARTMENT OF CHIEF EXECUTIVE OFFICE

November 7, 2012

AUDITOR-CONTROLLER:

THE FOLLOWING APPROPRIATION ADJUSTMENT IS DEEMED NECESSARY BY THIS DEPARTMENT. PLEASE CONFIRM THE ACCOUNTING ENTRIES AND AVAILABLE BALANCES AND FORWARD TO THE CHIEF EXECUTIVE OFFICER FOR HIS RECOMMENDATION OR ACTION.

ADJUSTMENT REQUESTED AND REASONS THEREFOR

FY 12-13

3 - VOTES

SOURCES

Various Capital Projects
Third District Various Improvement
A01-CP-6014-65099-77045
Capital Asset - Building and Improvement
DECREASE APPROPRIATION

USES


Various Capital Projects
San Fernando Valley Family Support Center
A01-CP-6014-65099-77190
Capital Asset - Building and Improvement
INCREASE APPROPRIATION

SOURCES TOTAL: \$ 2,288,000

USES TOTAL: \$ 2,288,000

JUSTIFICATION

To transfer funds currently in Various Capital Projects - Third District Various Improvements to Capital Project - San Fernando Valley Family Support Center Budget to fund program and predevelopment costs



AUTHORIZED SIGNATURE Dawn McDivitt, Manager, CEO

BOARD OF SUPERVISOR'S APPROVAL (AS REQUESTED/REVISED)

REFERRED TO THE CHIEF
EXECUTIVE OFFICER FOR ---☐ ACTION☒ RECOMMENDATION

AUDITOR-CONTROLLER

BY 

B.A. NO. 033

Oct 24 20 12

☒ APPROVED AS REQUESTED☐ APPROVED AS REVISED

CHIEF EXECUTIVE OFFICER

BY 

Oct 25 20 12

SEND 6 COPIES TO THE AUDITOR-CONTROLLER

ATTACHMENT C

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CAPITAL PROJECT NO. 77190**

FINAL ENVIRONMENTAL IMPACT REPORT

Final Environmental Impact Report includes the following documents:

- Draft Environmental Impact Report, including Technical Appendices, dated May 2012
- Response to Comments and Errata, dated August 2012

ATTACHMENT D

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CAPITAL PROJECT NO. 77190**

(FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS)

**ENVIRONMENTAL
IMPACT REPORT FOR
SAN FERNANDO
VALLEY FAMILY
SUPPORT CENTER**

**FINDINGS OF FACT
AND STATEMENT OF
OVERRIDING
CONSIDERATIONS**



prepared for:

**COUNTY OF LOS
ANGELES**

Contact:
Dawn McDivitt
Chief Executive Office

prepared by:

**THE PLANNING
CENTER | DC&E**

Contact:
William Halligan, Esq.
Principal, Environmental
Services

OCTOBER 2012

**ENVIRONMENTAL
IMPACT REPORT FOR
SAN FERNANDO
VALLEY FAMILY
SUPPORT CENTER**

**FINDINGS OF FACT
AND STATEMENT OF
OVERRIDING
CONSIDERATIONS**



prepared for:

**COUNTY OF LOS
ANGELES**

754 Kenneth Hahn
Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Contact:
Dawn McDivitt
Chief Executive Office

prepared by:

**THE PLANNING
CENTER | DC&E**

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Website: www.planningcenter.com

Contact:
William Halligan, Esq.
Principal, Environmental
Services

COLA-06.0E

OCTOBER 2012

Table of Contents

Section	Page
1. INTRODUCTION AND SUMMARY.....	1-1
1.1 FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS	1-1
1.2 ENVIRONMENTAL REVIEW PROCESS.....	1-3
1.3 PROJECT SUMMARY	1-3
1.4 DOCUMENT FORMAT	1-4
2. FINDINGS ON PROJECT ALTERNATIVES.....	2-1
2.1 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS	2-1
2.1.1 Alternative Sites	2-1
2.2 ALTERNATIVES SELECTED FOR ANALYSIS.....	2-1
2.2.1 No-Project/Adaptive Reuse of Onsite Buildings Alternative	2-4
2.2.2 No Underground Parking Alternative.....	2-5
2.2.3 Reduced Intensity Alternative	2-5
3. FINDINGS ON POTENTIALLY SIGNIFICANT IMPACTS	3-1
3.1 AESTHETICS	3-1
3.2 AIR QUALITY	3-3
3.3 GEOLOGY AND SOILS	3-8
3.4 GREENHOUSE GAS EMISSIONS	3-9
3.5 HAZARDS AND HAZARDOUS MATERIALS.....	3-9
3.6 HYDROLOGY AND WATER QUALITY	3-10
3.7 LAND USE AND PLANNING	3-12
3.8 NOISE	3-12
3.9 PUBLIC SERVICES	3-15
3.10 TRANSPORTATION/TRAFFIC	3-15
3.11 UTILITIES AND SERVICE SYSTEMS	3-20
4. STATEMENT OF OVERRIDING CONSIDERATIONS	4-1
4.1 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS	4-1
4.2 NOISE	4-2
4.3 TRANSPORTATION AND TRAFFIC.....	4-3
4.4 CONSIDERATIONS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS	4-3
5. REFERENCES.....	5-1
5.1 WEBSITES	5-3
5.2 MODELS	5-4



Table of Contents

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1. Introduction and Summary

The California Environmental Quality Act (CEQA) requires that a number of written findings be made by the Lead Agency in connection with certification of an environmental impact report (EIR) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA and the specific reasons for considering the project acceptable even though the project has significant impacts that are infeasible to fully mitigate.

1.1 FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

The County of Los Angeles, as Lead Agency, is required under CEQA to make written findings concerning each alternative and each significant environmental impact identified in the Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR).

Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.



1. Introduction and Summary

- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The “changes or alterations” referred to in Section 15091(a)(1) may include a wide variety of measures or actions pertaining to mitigation as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093, provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be

1. Introduction and Summary

mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

1.2 ENVIRONMENTAL REVIEW PROCESS

In conformance with CEQA, the State CEQA Guidelines and the County of Los Angeles CEQA Guidelines, the County conducted an extensive environmental review of the proposed project. The environmental review process has included:

- Completion of an Initial Study by the County, which concluded that an EIR should be prepared, and the Notice of Preparation (NOP), which was released for a 30-day public review period from April 11 to May 10, 2011. Section 2.3 of the DEIR describes the issues identified for analysis in the DEIR through the Initial Study, NOP, and public scoping process.
- Completion of a scoping process in which the public and public agencies were invited by the County to participate. The scoping meeting for the DEIR was held on May 2, 2011.
- Preparation of a DEIR by the County, which was made available for a 60-day public review period (May 25 to July 23, 2012). The DEIR consisted of two volumes. Volume I contains the text of the DEIR. Volume II contains the Appendices, including the NOP, responses to the NOP, air quality and noise modeling outputs, geotechnical study, Phase I Environmental Site Assessment, hydrology study, service correspondence, and traffic report.
- Notice of the availability (NOA) of the DEIR was sent to approximately 760 interested persons and organizations, including property owners and occupants within 500 feet radius of the project site; it was also published in one newspaper of general circulation, Daily News Los Angeles on May 25, 2012, and was posted at the Los Angeles County Clerk Office.
- Completion of a public participation process in which the public and public agencies were invited by the County to participate. A community meeting for the DEIR was held on June 18, 2012 but no interested parties or agencies attended the meeting. The community meeting was advertised with the NOA.
- Preparation of a Final EIR, including the Responses to Comments, the Findings of Fact, and the Statement of Overriding Consideration on the DEIR. The Final EIR/Response to Comments contains: comments on the DEIR received during comment period; responses to those comments; revisions to the DEIR; and appended documents, including the Mitigation Monitoring and Reporting Program, with individual measures modified from the DEIR to reflect changes described in the Response to Comments.



1.3 PROJECT SUMMARY

The County of Los Angeles proposes to construct a new 250,330-square-foot office building and associated five-level parking structure on a 6.78-acre site already developed with four buildings. The new office building would house seven County departments, including: 1) the Department of Public Social Services; 2) the Department of Children and Family Services; 3) the Department of Health Services; 4) the Child Support Services Department; 5) the Department of Mental Health; 6) the Probation Department, and; 7) the Department of Public Health. It would also include 4,000 square feet of retail space for employees and visitor use and a 2,750-square-foot pharmacy. The new (County departments) building would be north of the existing five-story Mid-Valley Comprehensive Health Center and the new

1. Introduction and Summary

building heights would range between three and five stories, with a maximum height of approximately 84 feet. The project includes an 8,180-square-foot green space area and a 3,600-square-foot children's play area. Up to 1,705 parking spaces would be provided in a new five-level parking structure (1,520 spaces) and new surface parking (185 spaces). The project site will be accessed from two driveways on Van Nuys Boulevard and one driveway from Saticoy Street.

Development of the proposed project would require demolition of Mid-Valley Youth Center (55,602 square feet), San Fernando Valley Service Center (15,347 square feet), and a bowling alley (27,828 square feet), totaling approximately 98,777 square feet of building area and soil export of not more than 200,000 cubic yards (CY). The existing five-story Mid-Valley Comprehensive Health Center (50,200 square feet) would remain onsite.

It is expected that the new building will meet Leadership in Energy and Environmental Design (LEED) Silver Certification status for sustainability.

1.4 DOCUMENT FORMAT

This document summarizes the significant environmental impacts of the project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts discussed in this section are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This document is divided into five sections:

Section 1.0 – Introduction and Summary provides the CEQA requirements for the Findings of Fact and Statement of Overriding Considerations, the environmental review process undertaken to date, a summary description of the proposed project, and a description of the contents of this document.

Section 2.0 – Findings on the Project Alternatives presents alternatives to the project considered in the DEIR and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of the specific economic, social, or other considerations.

Section 3.0 – Findings on Potentially Significant Impacts presents significant impacts of the proposed project that were identified in the Draft/Final EIR, the mitigation measures identified in the Mitigation Monitoring and Reporting Program, the findings for the impacts, and the rationales for the findings.

Section 4.0 – Statement of Overriding Considerations presents the overriding considerations for significant impacts related to the project that cannot be or have not been mitigated or resolved. These considerations are required under Section 15093 of the State CEQA Guidelines, which require decision makers to balance the benefits of a proposed project against its unavoidable environmental risk in determining whether to approve the project.

Section 5.0 – References identifies all references cited in this document.

2. Findings on Project Alternatives

The following discussion is intended to provide a summary of the alternatives considered and rejected in the DEIR, including the No-Project/Adaptive Reuse Alternative, No Underground Parking Alternative, and Reduced Intensity Alternative.

2.1 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the DEIR.

2.1.1 Alternative Sites

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). The project site contains the existing Mid-Valley Comprehensive Health Center (50,200 square feet), which would remain active and is integral to the project design and improvements. Therefore, selecting an alternative site would likely require construction of an additional 52,200 square feet of area in addition to the proposed 250,330 square feet being proposed or be located on a site with the comparable square footage. The four locations that currently house each of County Departments being proposed for relocation (see Figure 5.10-2 of the DEIR) were examined as a potential alternative location for the proposed project. All of these locations are currently built out and would require demolition and redesign in order to allow development of the project. Therefore, these sites would have similar construction-related impacts related to air quality and greenhouse gas (GHG), and noise impacts. Further, based on the current inventory within the County there are no vacant buildings available of the size needed to accommodate the proposed project. In general, any development of the size and type proposed by the project would have increased impacts on aesthetics, air quality, GHG, noise, public services, traffic, and utilities/service systems. Without a site specific analysis, impacts on aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, and mineral resource cannot be evaluated.



2.2 ALTERNATIVES SELECTED FOR ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project (Guidelines Sec. 15126.6). These alternatives are analyzed in detail in the following sections.

- No Project/Adaptive Reuse Alternative
- No Underground Parking Alternative
- Reduced Intensity Alternative

2. Findings on Project Alternatives

Table 2-1 provides a summary of development alternatives and Table 2-2 provides a comparison alternatives to the proposed project.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify an environmentally superior alternative from among the others evaluated (Guidelines Sec. 15126.6[e][2]). Each alternative’s environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Impacts involving air quality, noise, and traffic were found to be significant and unavoidable.

The proposed project has the following objectives:

- 1) Redevelop an existing underutilized site with sufficient office space to consolidate seven existing County departments at one centralized location to enhance accessibility by community residents.
- 2) Allow for redevelopment of the project site to improve the provision of County services to San Fernando Valley residents.
- 3) Provide ancillary on-site retail space to reduce vehicle trips.
- 4) Provide adequate on-site parking to avoid parking impacts to the surrounding community.
- 5) Consolidate family support services currently being provided in multiple locations to reduce regional vehicle miles travelled.
- 6) Substantially improve the visual appearance of the site through the development of a new building and improved landscaping.
- 7) Provide additional recreational facilities to serve future visitors to the site as well as the surrounding residents.

2. Findings on Project Alternative

Table 2-1
Summary of Development Alternatives

Alternative	Description	Basis for Selection and Summary of Analysis
Proposed Project		
	<ul style="list-style-type: none"> Construct a new 250,330 SF office building with limited retail and pharmacy use (3 to 5 levels). Relocate 7 County family support services departments to the project site. Provide 8,180 SF green space and 3,600 SF children's play area Construct 5-level parking structure (1.7 levels below grade and 3 levels above grade) totaling 1,705 parking spaces. Demolish Mid-Valley Youth Center (55,602 SF), San Fernando Valley Service Center (15,347 SF), and a bowling alley (27,828 SF) totaling approximately 98,777 Sf. Export up to 200,000 CY of soil. Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	Not applicable.
Project Alternatives		
1) No Project/Adaptive Reuse Alternative	<ul style="list-style-type: none"> No demolition Repurpose 98,777 SF of onsite buildings for office use. Interior remodeling only. No 200,000 CY of soil export No green space and children's play area. Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	<ul style="list-style-type: none"> Required by CEQA Avoids construction-related impacts, especially significant air quality and noise impacts. Avoids significant transportation and traffic impacts. Does not meet the project objectives. Would not be able to provide green space and children's playground.
2) No Underground Parking Alternative	<ul style="list-style-type: none"> No 200,000 CY of soil export Demolish existing buildings (98,777 SF). Construct a new 250,330 SF office building with limited retail and pharmacy use. Construct two parking structures, one 5-level above-ground parking structure and second 2-level parking structure; or one 7-level parking structure totaling 1,705 spaces). House all 7 County family support services departments. No green space and children's play area. Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	<ul style="list-style-type: none"> Reduces construction-related impacts, especially air quality impacts. Does not avoid significant transportation and traffic impacts. Meets most of the project objectives but not to the degree of the proposed project. Would not be able to provide green space and children's playground. No reduction in operational impacts.
3) Reduced Intensity Alternative	<ul style="list-style-type: none"> Reduces development intensity by one-third. <ul style="list-style-type: none"> Construct a new 166,887 SF office building. 133,333 CY of soil export Construct 1 level underground and 1.5 above-ground parking structure (1,137 parking spaces) Demolish existing buildings (98,777 SF) Provide green space and children's play area. Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	<ul style="list-style-type: none"> Reduces construction impacts. Reduces operational impacts, including significant and unavoidable air quality and traffic impacts. Meets some of the project objectives but not to the degree of the proposed project.



2. Findings on Project Alternatives

Table 2-2
Comparison of Alternatives to the Proposed Project

<i>Environmental Resource Area</i>	<i>No Project/Adaptive Reuse</i>	<i>No Underground Parking</i>	<i>Reduced Intensity</i>
Aesthetics	+	-	+
Air Quality	+	+	+
Geology and Soils	+	+	+
GHG	0	0	-
Hazards and Hazardous Materials	+	0	0
Hydrology and Water Quality	0	+	+
Land Use	-	-	0
Noise	+	0	+
Public Services	+	0	+
Transportation and Traffic	+	0	+
Utilities and Service Systems	+	0	+

(+) = Impact considered superior when compared with the proposed project.

(0) = Impact considered neutral when compared with the proposed project.

(-) = Impact considered inferior when compared with the proposed project.

2.2.1 No-Project/Adaptive Reuse of Onsite Buildings Alternative

This alternative assumes that the existing onsite buildings, including currently vacant buildings (i.e., 55,602 square feet of Mid-Valley Youth Center, 15,347 square feet of San Fernando Valley Service Center, and 27,828 square feet of bowling alley) are repurposed as office buildings to accommodate the County departments. Under this alternative, no demolition and site layout modifications would occur. No additional parking would be provided and the soil export associated with the proposed project of 200,000 cubic yards (CY) would also be eliminated. This alternative would remodel the interiors of the buildings and paint the exteriors. Because onsite buildings provide only 98,777 square feet of total building area instead of the currently proposed 250,330 square feet, less than half of the seven County departments would be able to relocate to the project site. No green space area or children's play area would be provided. The existing Mid-Valley Comprehensive Health Center would remain active as proposed by the proposed project.

Finding: The County finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make the No-Project/Adaptive Reuse of Onsite Buildings Alternative Infeasible (Public Resources Code § 21081[a][3], Guidelines § 15091[a][3]).

Facts in Support of Finding:

- This alternative is environmentally superior to the proposed project in eight of the eleven resource areas analyzed in Chapter 5 (aesthetics, air quality, geology and soils, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems); neutral in two resource areas (hazards and hazardous materials and land use); and inferior in one area (GHG).
- Although this alternative would avoid significant air, noise, and traffic impacts, it would not meet most of the project objectives identified in Section 3.2 of the DEIR.

2. Findings on Project Alternative

This alternative would not have adequate retail space (Project Objective #3), would not be able to consolidate family services currently being provided in multiple locations to reduce regional vehicle miles traveled (VMT) (Project Objective #5), would not improve the visual appearance of the site through design and landscaping (Project Objective #6), and would not provide additional recreational facilities to serve future visitors (Project Objective #7).

2.2.2 No Underground Parking Alternative

Under this alternative, a new 250,330-square-foot office building would be constructed with all above-grade parking to avoid 200,000 CY of soil export. Therefore, instead of 2.25 levels below-grade and 3 levels above-grade parking structure, 1,602 structure parking spaces would be provided in a 9-level above-grade parking structure or two parking structures would be constructed, one 5-level structure and one 4-level structure. The existing 103 surface parking spaces would be unchanged. Without the underground parking, the 8,180-square-foot green space area and a 3,600-square-foot children's play area would be eliminated because these areas are currently planned above the below-grade parking area. This alternative would house seven County departments as proposed by the project.

Finding: The County finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make the No Underground Parking Alternative Infeasible (Public Resources Code § 21081[a][3], Guidelines § 15091[a][3]).

Facts in Support of Finding:

- The No Underground Parking Alternative would avoid or reduce impacts associated with air quality, geology and soils, and hydrology and water quality. However, it would have greater impacts in aesthetics and land use.
- This alternative would reduce some impacts related to soil export, but it is not capable of eliminating any significant adverse effects associated with the development nor reduce the level of significance of identified resource areas without incorporating the equivalent mitigation measures as the proposed project. Unavoidable adverse impacts to air quality, traffic, and noise would still occur and adoption of a Statement of Overriding Considerations would still be required.
- This alternative would not meet all of the project objectives because it would not have adequate retail space (Project Objective #3), would not be able to consolidate family services currently being provided in multiple locations to reduce regional VMT (Project Objective #5), would not improve the visual appearance of the site through design and landscaping (Project Objective #6), and would not provide additional recreational facilities to serve future visitors (Project Objective #7).



2.2.3 Reduced Intensity Alternative

Under this alternative, all project aspects would be reduced by one-third. This alternative assumes 166,887 square feet of new office building, 1,137 parking spaces, and 133,333 CY of soil export. The existing structures (98,777 square feet) would be demolished and the green space and children's play area would be provided. The reduced development intensity would reduce the building heights by one-third; therefore, 1-level below-grade and 2-level above-grade parking structure, and 2- to 3-level office

2. Findings on Project Alternatives

building would be constructed instead of 2.25-level below-grade and 3-level above-grade parking structure, and 2.25-level below-grade and 3- to 5-level above-grade office building.

Finding: The County finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make the Reduced Intensity Alternative Infeasible (Public Resources Code § 21081[a][3], Guidelines § 15091[a][3]).

Facts in Support of Finding:

- The Reduced Intensity Alternative would avoid or reduce impacts associated with aesthetics, air quality, geology and soils, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems. However, significant and unavoidable adverse impacts to air quality, traffic, and noise would still occur and adoption of a Statement of Overriding Considerations would still be required.
- This alternative would reduce impacts related to construction and operation, and meet some of the project objectives described in Section 7.1.2 and Section 3.2 of the DEIR but not to the same extent as the proposed project. The alternative would provide slightly reduced retail space (Project Objective #3), would consolidate a few of the family services currently being provided in multiple locations to reduce regional VMT (Project Objective #5), would improve the visual appearance of the site through design and landscaping (Project Objective #6), and would provide additional recreational facilities to serve future visitors (Project Objective #7).

3. Findings on Potentially Significant Impacts

This section identifies the findings on impact categories analyzed in the Draft and Final EIR, including potentially significant impacts of the project.

3.1 AESTHETICS

Impact 5.1-1: The proposed project would substantially alter the visual appearance of the project site and its surroundings.

As discussed in the DEIR, the proposed project would alter the visual appearance of the project site and its surroundings by demolishing existing buildings, structures, and other improvements on the site, with the exception of the five-story Mid-Valley Comprehensive Health Center, and developing a new 250,330-square-foot office building that would house the San Fernando Valley Family Support Center.

The proposed office building would be designed to articulate variation and visual interest, and the streetscape to be enhanced by providing continuity and avoiding opportunities for graffiti; the building materials be employed to provide relief to untreated portions of exterior building facades. The parking structure exteriors would also be designed to match the style, materials and color of the main building; landscaping to screen parking structures not architecturally integrated with the main building; and the use of decorative walls and landscaping to buffer residential uses from parking structures. Implementation of these building design provisions would ensure that the proposed project would not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character.

Development of the proposed project would enhance and strengthen the character of the existing community through new landscaping, hardscape, and other improvements onsite and along the street edges. Development of the proposed project would also help implement one of the project's key objectives, which is to improve the visual appearance of the site through the development of a new building and improved landscaping (see list of objectives outlined in Chapter 3, *Project Description* of the DEIR). Consistent with the project objective, the proposed project would provide high quality site design, architecture, and streetscapes not only within the project site, but also along the project frontages. Implementation of the proposed project and additional landscaping provisions as mitigation would ensure that aesthetic impacts of the proposed project would not be significant.

Mitigation Measure

- AE-1 Prior to the issuance of building permits, a landscape plan shall be prepared by the County of Los Angeles and submitted for review and approval by the Public Works Department of the County of Los Angeles. The landscape plan shall include measures to soften views of the new facilities buildings and structures from surrounding land uses and roadways. More specifically, the landscape plans shall include but not be limited to measures such as:
- Landscaped project frontage along Van Nuys Boulevard and Saticoy Street planted with trees and low-growing evergreen groundcover and shrubs.



3. Findings on Potentially Significant Impacts

- Evenly distributed and spaced trees and shrubs so as to interrupt and soften the buildings and structures that are visible from areas outside the project site.
- A landscape plant palette that outlines a variety of tree types, shrubs, and ground cover and that provides character and uniqueness to the facility being developed. Specified tree species shall not drop significant amounts of debris, sap, or other materials. Additionally, trees should be easy to limb up and capable of thriving in urban conditions.
- Provisions for the proper installation, irrigation (e.g., automatic irrigation system), and maintenance (e.g., lawn and groundcover to be trimmed or mowed regularly) of landscaping.

Finding: Mitigation Measure AE-1 is feasible would avoid or substantially lessen potentially significant aesthetic impacts to a less than significant level for the reasons set forth in the Draft EIR.

Reference: DEIR Section 5.1, Pages 5.1-5 through 5.1-18.

Impact 5.1-2: The proposed project would generate additional light and glare that could impact surrounding land uses.

As discussed in the DEIR, sources of light and glare exist within the confines of the project site, including building, security, and parking-area lighting. Redevelopment of the site would result in additional lighting to provide better nighttime illumination for the proposed buildings, parking structure and areas, outdoor areas, and sidewalks. Nighttime lighting and glare from the project site would be visible from surrounding areas that are currently developed with commercial uses to the east, across Van Nuys Boulevard; single-family residences and commercial uses to the south across the Pacoima Wash; multifamily residences to the west; and multifamily residences and commercial uses to the north, abutting the site and across Satcoy Street. The proposed project's new sources of nighttime lighting have the potential to increase nighttime light and glare in the project area.

The lights associated with the proposed project would be directed toward the interior of the site or shielded, designed or arranged in such a manner to contain direct illumination onsite and in a manner so as not to create excess offsite light or glare spillover on surrounding residential uses and/or adjacent roadways. The proposed project would impact the offsite residential units, therefore, the County would voluntarily comply with the provisions of City of Los Angeles Zoning Code Section 93.0117 so that onsite lighting sources do not cause more than two footcandles of lighting intensity or direct glare at any residential property.

Additionally, the proposed project would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices and luminaires and furthermore, the City of Los Angeles Bureau of Street Lighting maintains a list of general street lighting standards, which would be applicable to the proposed project. Some of these standards include addressing the need for determination of roadway and sidewalk illumination levels in accordance with Illuminating Engineers Society (IES) standards and adopted City standards; the necessity for equipment testing and approval of the Bureau of Street Lighting; mandatory street tree placement at least 20 feet from existing or proposed streetlights; and the minimization of glare and light impacts on private offsite property.

3. Findings on Potentially Significant Impacts

To ensure that all exterior lighting will be designed, arranged, directed, or shielded to contain direct illumination onsite, while maintaining public safety and security, mitigation has been provided. With voluntary implementation of provisions and standards of the City's Planning and Zoning Code, City's Bureau of Street Lighting, and mitigation, nighttime lighting and glare impacts and potential light spillover of the proposed project would not occur on surrounding land uses or roadways.

Mitigation Measure

AE-2 Prior to the issuance of building permits, a lighting design and photometric plan shall be prepared by a licensed engineer and submitted to the Public Works Department of the County of Los Angeles for review and approval. The lighting plan shall include the amount, location, height, and intensity of street, building, and parking-area lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover onto adjacent properties and/or roadways. The photometric survey shall demonstrate that light spillover does not exceed two horizontal foot-candles at any existing residential property line, specifically at the residences abutting the project site to the west. Lights shall be shielded, installed, or designed so that the light rays are directed downward. The lighting plan shall also include a description and details of the proposed lighting fixtures.

Finding: Mitigation Measure AE-2 is feasible would avoid or substantially lessen potentially significant aesthetic impacts to a less than significant level for the reasons set forth in the Draft EIR.

Reference: DEIR Section 5.1, Pages 5.1-5 through 5.1-18.



Impact 5.1-3: The proposed project would not create substantial amounts of shade/shadows that could impact surrounding shade-sensitive land uses.

Impact 5.1-3 was not found to be significant and no findings are required for this impact.

3.2 AIR QUALITY

Impact 5.2-1: The San Fernando Family Support Center would not conflict with the SCAQMD 2007 Air Quality Management Plan.

Impact 5.2-1 was not found to be significant and no findings are required for this impact.

Impact 5.2-2: Short-term construction emissions generated by the San Fernando Family Support Center would result in emissions that exceed SCAQMD's regional significance thresholds for NO_x and VOCs and would significantly contribute to nonattainment designations of the SoCAB.

Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM₁₀ and PM_{2.5}) from demolition and soil-disturbing activities, such as grading and excavation. Exhaust emissions from construction activities onsite would vary daily as construction activity levels change.

3. Findings on Potentially Significant Impacts

As shown in Table 5.2-6 of the DEIR, construction activities associated with the project would exceed SCAQMD's regional significance thresholds for volatile organic compounds (VOCs) and oxides of nitrogen (NO_x). Emissions of VOC and NO_x are precursors to the formation of ozone (O₃) and NO_x is a precursor to the formation of particulate matter (PM₁₀ and PM_{2.5}). Consequently, emissions of VOC and NO_x that exceed the SCAQMD regional significance thresholds would contribute to the O₃, NO₂, and particulate matter (PM₁₀ and PM_{2.5}) nonattainment designation of the SoCAB under the national and California AAQS. Consequently, the project would significantly contribute to the nonattainment designations of the SoCAB. Therefore, Mitigation Measures AQ-1 through AQ-3 have been provided to reduce impacts related to VOC and NO_x. There are no other feasible mitigation measures. While use of low-VOC paints per Mitigation Measure AQ-3 would reduce significant VOC emissions to a less than significant level, use of newer construction equipment and implementation of a dust control plan per Mitigation Measures AQ-1 and AQ-2 would not be able to reduce on- and offsite emissions generated by haul trucks to a less than significant level. Substantial quantities of NO_x emissions would continue to exceed SCAQMD's regional significance threshold and Impact 5.2-2 would remain significant and unavoidable.

Cumulative Impact

The SoCAB is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ under the California AAQS. Project-related construction emissions would exceed the SCAQMD significance thresholds and consequently, the proposed project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant and unavoidable.

Mitigation Measures

- AQ-1a** The construction contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are onsite for more than 5 days. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite. Prior to construction, the County of Los Angeles shall ensure that all demolition and grading plans clearly show the requirement for United States Environmental Protection Agency Tier 3 or higher emissions standards for construction equipment over 50 horsepower during ground-disturbing activities. In addition, equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.
- AQ-1b** The construction contractor shall include in contract with haulers for soil export that the trucks/vehicles use engines certified to 2010 or newer standards. Prior to construction, the project engineer shall ensure that grading plans clearly show the requirement for 2010 engines for soil haul trucks.
- AQ-2** The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities for fugitive dust control in addition to South Coast Air Quality Management District Rule 403 to reduce particulate matter emissions. The County of Los Angeles shall verify compliance that these measures have been implemented during normal construction site inspections.

3. Findings on Potentially Significant Impacts

- During all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.
- During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials, and tarp materials with a fabric cover or other cover that achieves the same amount of protection.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. Recycled water should be used, if available.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

AQ-3 The construction contractor shall use interior and exterior paints that exceed the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113, known as “super-compliant paints.” Interior and exterior coatings shall not exceed a VOC content of 100 grams per liter. A list of super-compliant VOC coating manufacturers is available at SCAQMD’s website (<http://www.aqmd.gov/prdas/brochures/paintguide.html>). Use of super-compliant paints shall be noted on building plans. The County of Los Angeles shall verify that these measures have been implemented during normal construction site inspections:



Finding: Mitigation AQ-1a through AQ-3 are feasible and would reduce short-term construction VOC emissions to a less than significant level. However, NO_x emission levels would continue to exceed SCAQMD’s regional threshold and would cumulatively contribute to the nonattainment designations of the SoCAB. There is no other feasible mitigation measure to reduce NO_x emission. As a result, Impact 5.2-2 would remain Significant and Unavoidable and a Statement of Overriding Considerations is required.

Reference: DEIR Section 5.2, Pages 5.2-13 through 5.2-17.

Impact 5.2-3: Land uses associated with buildout of the San Fernando Family Support Center would generate criteria air pollutants that exceed SCAQMD’s regional significance thresholds for NO_x and would significantly contribute to nonattainment designations of the SoCAB.

Operation of the proposed project would result in direct and indirect criteria air pollutant emissions from transportation, energy, and area sources. The proposed project would generate a net increase of 4,767 average daily vehicle trips and 35,790 VMT to the project site. However, it should be noted that existing employees currently travel to various County facilities in Chatsworth, Panorama City, Van Nuys, and Encino; therefore, the project would result in the internalization of individual County departments into one building, resulting in a net decrease of 7,223 daily VMT. In addition, in compliance with Executive Order S-20-04, the proposed project would be constructed to achieve Leadership in Energy and Environment Design (LEED) Silver Certification, which would result in the proposed structure being built approximately 15 percent higher energy-efficiency than the current 2008 Building and Energy Efficiency Standards.

3. Findings on Potentially Significant Impacts

As shown in Table 5.2-7 of the DEIR, emissions from transportation, energy, and area sources would not exceed the SCAQMD regional threshold level for VOC, CO, SO₂, PM₁₀, and PM_{2.5}, but would exceed the threshold for NO_x. Emissions of NO_x that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O₃, particulate matter (PM₁₀ and PM_{2.5}), and NO₂ nonattainment designations of the SoCAB. Therefore, impact would remain significant.

Cumulative Impact

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by the SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the project would result in emissions in excess of the SCAQMD regional emissions thresholds for NO_x long-term operation. Therefore, the project's air pollutant emissions would be cumulatively considerable and therefore significant.

The majority of air pollutants are generated by trips made to and from the project site and Mitigation Measures AQ-4 and AQ-5 have been provided to reduce number of trips and encourage use of cleaner vehicles. Mitigation Measure AQ-6 would further reduce emissions related to energy use. However, even with mitigation, emissions would continue to exceed the significance threshold for NO_x and Impact 5.2-3 would remain significant and unavoidable.

Mitigation Measures

Proposed buildings would be designed to achieve LEED silver and would be approximately 15 percent more energy efficient than the 2008 Building and Energy Standards. In addition, the California Green Building Code (CALGreen) requires installation of water-efficient plumbing and landscaping to reduce water use. The following additional measures would reduce operational phase emissions:

AQ-4 The County of Los Angeles shall implement a commute trip reduction (CTR) program. The CTR program shall identify alternative modes of transportation to the San Fernando Family Support Center, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regard these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The County of Los Angeles shall include the following incentives for commuters as part of the CTR program:

- Ride-matching assistance (e.g., subsidized public transit passes)
- Preferential carpool parking
- Flexible work schedules for carpools
- Vanpool assistance or employer-provided vanpool/shuttle
- Car-sharing program (e.g., Zipcar)
- Bicycle end-trip facilities such as, including bike parking, showers, and lockers

3. Findings on Potentially Significant Impacts

- AQ-5 The parking structure shall include electric vehicle charging stations to the satisfaction of the County of Los Angeles. The location of these charging stations shall be identified on building plans.
- AQ-6 All appliances installed shall be Energy Star appliances. Installation of Energy-Star appliances shall be verified by the County of Los Angeles during plan check.

Finding: Mitigation Measures AQ-4 through AQ-6 are feasible and would reduce criteria pollutants generated by the proposed project. However, emissions would continue to exceed SCAQMD's regional operational significance threshold for NO_x and there is no other feasible mitigation to reduce impacts to a less than significant level. Impact 5.2-3 would remain significant and unavoidable. A Statement of Overriding Considerations is required.

Reference: DEIR Section 5.2, Pages 5.2-13 through 5.2-17.

Impact 5.2-4: Construction activities associated with the San Fernando Family Support Center could expose sensitive receptors to substantial concentrations of particulate matter.

The proposed project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevating levels.

Given the relatively short-term construction schedule for activities (2.5 to 3 years) the proposed project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. Therefore, project-related diesel particulate matter impacts during construction would not be significant.

However, LSTs are the amount of project-related emissions at which localized concentrations (ppm or µg/m³) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated as nonattainment. LSTs are based on the size of the project site and distance to the nearest sensitive receptor.

As shown in Table 5.2-8 of the DEIR, maximum daily construction emissions would exceed the LSTs for PM₁₀ and PM_{2.5}, while NO_x and CO would not be exceeded. Construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of PM₁₀ and PM_{2.5}. However, use of newer construction equipment and implementation of various fugitive dust control measures as required by Mitigation Measures AQ-1 and AQ-2 would reduce particulate matter concentration generated from exhaust and fugitive dust during construction activities.

Mitigation Measures

See Mitigation Measures AQ-1 and AQ-2 applied to reduce regional criteria air pollutants of PM₁₀ and PM_{2.5} would assist in reducing localized air pollutant impacts.

Finding: Mitigation Measure AQ-1 and AQ-2 are feasible and would avoid or substantially lessen potentially significant localized air pollutant impacts to a less than significant level.

Reference: DEIR Section 5.2, Pages 5.2-13 through 5.2-17.

Impact 5.2-5: Operation of the proposed project would not expose offsite sensitive receptors to substantial concentrations of air pollutants.



3. Findings on Potentially Significant Impacts

Impact 5.2-5 was not found to be significant and no findings are required for this impact.

3.3 GEOLOGY AND SOILS

Impact 5.3-1: Project occupants, visitors, etc. could be subjected to potential seismic-related hazards including ground rupture, ground shaking, and ground failure.

The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and is not within a California Geological Survey-designated seismic hazard zone for liquefaction. However, because the site is located in a seismically active region, and existing and future structures within the site can be expected to be subject to strong seismic-related hazards, a mitigation measure has been provided to reduce potential impacts to a less than significant level.

Mitigation Measure

GEO-1 All grading operations and construction will be conducted in conformance with the recommendations included in the geotechnical report for the San Fernando Valley Family Support Center (included in Appendix D of the DEIR).

Finding: Mitigation Measure GEO-1 is feasible and would avoid or substantially lessen potentially significant seismic-related hazards to a less than significant level.

Reference: DEIR Section 5.3, Pages 5.3-6 through 5.3-8.

Impact 5.3-2: The proposed project could be impacted by unstable geologic unit or soils conditions, including soil erosion, lateral spreading, subsidence, and expansive soil.

The onsite soils have an Expansion Index test result of 50, which is a moderate to high expansion potential. The soils investigation also concluded that subsequent earthwork will need to consider geologic unit characteristics related to subsidence and compress soil. Minimal impacts concerning lateral spreading and landslide are anticipated by the proposed project. As with Impact 5.3-1, Mitigation Measure GEO-1 would ensure that all grading operations and construction are conducted in conformance with appropriate recommendations and impacts would be reduced to a less than significant level.

Mitigation Measure

See Mitigation Measure GEO-1.

Finding: Mitigation Measure GEO-1 is feasible and would avoid or substantially lessen potentially significant unstable geologic unit or soils conditions, including soil erosion, lateral spreading, subsidence, and expansive soils impact to a less than significant level.

Reference: DEIR Section 5.3, Pages 5.3-6 through 5.3-8.

3. Findings on Potentially Significant Impacts

3.4 GREENHOUSE GAS EMISSIONS

Impact 5.4-1: The San Fernando Family Support Center would not result in a substantial increase in GHG emissions or conflict with plans adopted for the purpose of reducing GHG Emissions.

Impact 5.4-1 was not found to be significant and no findings are required for this impact.

Impact 5.4-2: The proposed project would not conflict with plans adopted for the purpose of reducing GHG emissions.

Impact 5.4-2 was not found to be significant and no findings are required for this impact.

3.5 HAZARDS AND HAZARDOUS MATERIALS

Impact 5.5.1: Project demolition and construction may involve the transport, use, and/or disposal of hazardous materials.

The proposed project would not involve any storage or handling of hazardous materials other than typical cleaning products used by the janitorial staff for building maintenance during operation. Therefore, long-term operation of the proposed project is not anticipated to result in potentially significant impact.

According to the Phase I Environmental Site Assessment (ESA), the proposed project may be impacted by lead residues in soil due to the potential use of lead-based paint (LBP) in onsite structures built prior to 1970; pesticides residues in soil due to the potential use of organochlorine pesticides (OCPs), commonly used for termite control, around structures prior to the EPA ban on chlordane use in 1988; asbestos containing materials (ACMs) in building materials due to the potential use of ACMs in structures built prior to 1976, and gasoline contamination in soils beneath a removed gasoline UST.

However, prior to grading, all excavated and stockpiled soils would be tested in compliance with the requirements of the Department of Toxic Substances and Control (DTSC), and the County will ensure that onsite soils meet the thresholds set forth by the DTSC. Site assessment, risk assessment, and remedial activity will be conducted in general accordance with the procedures identified in Title 40, Code of Federal Regulations, Part 300 National Oil and Hazardous Substance Pollution Contingency Plan, and California Health and Safety Code, Chapter 6.5, Hazardous Waste Control. Compliance with the required regulations would ensure that impacts are reduced to a less than significant level.

Because of the age of the buildings to be demolished, the presences of ACM and LBP are presumed until sampling and laboratory analysis determine otherwise. Suspect ACMs include exterior stucco, wall and ceiling plaster, vinyl floor tiles and mastic, and thermal system insulation (for hot and cold water plumbing). Any handling, use or disposal of hazardous materials is subject to federal, state, and local health and safety requirements, including SCAQMD Rule 1403, which governs the demolition of buildings containing ACMs and OSHA Rule 29 CFR Part 1926 that establishes standards for occupational health and environmental control for lead exposure. Mitigation measure is provided to ensure that the proposed project complies with the requirements of the DTSC and reduce impacts to a less than significant level.



3. Findings on Potentially Significant Impacts

Mitigation Measure

HAZ-1 Prior to commencement of construction-related excavation or grading, additional soils testing shall be conducted for the excavated and stockpiled soils and reported in accordance with the requirements of the Department of Toxic Substances and Control (DTSC). The report shall document that site soils meet the thresholds set forth by the DTSC and site assessment, risk assessment, and remedial activities shall be conducted in general accordance with the process and procedures identified in Title 40, Code of Federal Regulations, Part 300 National Oil and Hazardous Substance Pollution Contingency Plan, and California Health and Safety Code, Chapter 6.5, Hazardous Waste Control. In addition, all applicable site assessment, risk assessment, and remediation guidance documents developed by the federal Environmental Protection Agency, and the DTSC shall be followed. The report shall be prepared by a qualified environmental professional defined as a registered environmental assessor II, professional engineer, geologist, certified engineering geologist, or a licensed hazardous substance contractor registered in this state. A letter of certification from a regulatory agency responsible for hazardous substance assessment and mitigation oversight of the site, stating that the site does not pose a significant risk, and is suitable for residential use, may be substituted for the abovementioned report.

Finding: Mitigation Measure HAZ-1 is feasible and avoids or substantially lessens potentially significant hazardous materials impacts to a less than significant level.

Reference: DEIR Section 5.5, Pages 5.5-5 through 5.5-6.

Impact 5.5-2: Project development could affect the implementation of an emergency response or evacuation plan.

Impact 5.5-2 was not found to be significant and no findings are required for this impact.

3.6 HYDROLOGY AND WATER QUALITY

Impact 5.6-1: The proposed project would not violate any water quality standards or waste discharge requirements, provide substantial additional sources of polluted runoff, or otherwise degrade water quality.

Impact 5.6-1 was not found to be significant and no findings are required for this impact.

Impact 5.6-2: The project would generate increased stormwater runoff that could result in erosion, siltation, and flooding impacts.

The majority of potential erosion and siltation impacts would occur during the construction phase of the proposed project. If not controlled, the transport of exposed loose soils to local waterways would temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles into local waterways. However, the proposed project would be required to submit Permit Registration Documents (PRDs) and a Storm Water Pollution Prevention Plan (SWPPP) prior to the commencement of construction activities as required by National Pollutant Discharge Elimination System (NPDES) permit requirements. The required compliance with the NPDES and implementation of

3. Findings on Potentially Significant Impacts

applicable best management practices (BMPs) during construction activities would ensure that potential erosion and siltation impacts are reduced to a less than significant level.

Because the project site is currently covered with either structures or pavement, implementation of the proposed project would not substantially change the total impervious surface area percentage, which is approximately 96 percent. The project site runoff would continue to travel via sheetflow into existing catch basins, discharging to the storm drain system along Van Nuys Boulevard and into culverts connecting to Pacoima Wash. The peak flow rate for existing and post-construction condition would not change from the existing 14.11 cubic feet per second (cfs) to 14.11 cfs post-construction conditions. With the proposed BMPs (tree planting, downspout disconnection, and vegetated swales in the surface parking lot), the projected runoff volume would be approximately 20,745 cf, which exceeds the Los Angeles standard urban stormwater mitigation plans (SUSMP) requirement of 16,025 cf. Implementation of the project's BMPs to treat and infiltrate the runoff from a storm event producing 0.75 inches of rainfall in a 24-hour period, included as performance standard in Mitigation Measure HYD-1, would ensure that no flooding impact would result from the proposed project and flooding impacts would be reduced to a less than significant level.

Mitigation Measure

HYD-1 To meet the requirements of the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP), the project applicant shall implement stormwater best management practices (BMPs) to treat and infiltrate the runoff from a storm event producing 0.75 inches of rainfall in a 24-hour period. The design of the structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate would be obtained from a California licensed engineer or licensed architect that the proposed BMPs meet this numerical threshold standard. Potential BMPs that would be implemented to meet this requirement include, but are not limited to, tree planting, downspout disconnection, and vegetated swales in the surface parking lot.



Finding: Mitigation Measure HYD-1 is feasible and avoids or substantially lessens potentially significant hydrology and water quality impacts to a less than significant level for the reasons set forth in the Draft EIR.

Reference: DEIR Section 5.6, Pages 5.6-16 through 5.6-27.

Impact 5.6-3: The site would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

Impact 5.6-3 was not found to be significant and no findings are required for this impact.

Impact 5.6-4: The site will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

Impact 5.6-4 was not found to be significant and no findings are required for this impact.

3. Findings on Potentially Significant Impacts

3.7 LAND USE AND PLANNING

Impact 5.7-1: Project implementation would not conflict with any applicable adopted land use plans, policies, or regulations.

Impact 5.7-1 was not found to be significant and no findings are required for this impact.

3.8 NOISE

Impact 5.8-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.

Mobile-Source Noise

The transport of workers and equipment to the construction site and truck haul associated with demolition debris and soil haul would incrementally increase noise levels along roadways in the vicinity of the project site. According to the traffic impact analysis (Appendix I of this DEIR), there would be approximately 160 one-way daily truck trips during a 6-month phase of the project when truck hauling would occur. The existing roadway volumes on these streets range from approximately 14,590 to 32,800 average daily trips. Although there would be relatively high single-event noise exposure potentials with passing trucks, the expected number of workers and haul trucks is minimal compared to the existing daily traffic volumes on these designated haul roads (i.e. 160 construction trips relative to 14,000 or more existing trips), and construction traffic would be spread throughout the workday.

Typically, a doubling of vehicle trips would increase noise levels by 3 dB (all other factors being held constant), which is the increment that could cause a perceived increase in noise adjacent to truck haul routes. It is anticipated that project-related construction trips would produce an incremental increase in traffic volumes on the local roadways within the project's study area that would be much less than a doubling of volumes.

Onsite Construction Equipment Noise

The other type of short-term noise impact is related to demolition, grading, and building construction. Construction equipment can be considered to operate in two modes: stationary and mobile. Stationary equipment operates in one location for one or more days; mobile equipment moves around a construction site with variations in power settings and loads.

With the typical maximum noise levels generated by construction equipment and assuming the utilization factors presented in Table 5.8-8, the overall noise during the site preparation phase when all equipment is operating simultaneously at the nearest homes to the north, west, and south of the project site would range from 66.8 to 72.8 dBA L_{eq} . Construction activity would temporarily increase the ambient noise environment at nearby residential areas during the 6-month site preparation phase. The predicted increases over existing conditions would range from 5.0 to 22.0 dB. Noise from earthmoving equipment during the site preparation phase would be readily perceptible and a significant impact would occur. Because of the low ambient noise levels at receptors to the west and south of the project site, it is anticipated that noise from heavy equipment during demolition, building construction, the construction of the parking lot, and asphalt paving would also sporadically exceed the City of Los Angeles CEQA threshold guide's 5 dB increase over existing threshold, which was established for construction activities

3. Findings on Potentially Significant Impacts

lasting more than 10 days in a three month period. In addition, construction equipment operating near the western boundary of the project site could exceed the 75 dBA L_{max} threshold.

Implementation of Mitigation Measure N-1 and N-2 would reduce increase in noise levels during construction but not to the level below significance threshold.

Mitigation Measures

N-1 Prior to issuance of grading permits, the County of Los Angeles shall include a provision in contract to ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities.

- Properly maintain and tune all construction equipment to minimize noise.
- Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions.
- Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible.
- Material delivery, soil haul trucks, and equipment servicing shall be restricted to the daytime hours from 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays.

N-2 Prior to initiation of demolition and grading activities, the construction contractor shall erect a temporary solid noise barrier, to the extent practicable, between the construction site and the apartments to the west, and homes to the south. The temporary walls shall remain for the entire construction period. Due to site constraints, to maintain access to Saticoy Street, a noise barrier along the northern portion of the site would not be feasible. The temporary construction wall would have to break the line of site from the construction equipment exhaust stack to the windows of the nearest residential areas. In order to accomplish this requirement, the temporary walls shall be as tall as the roof base at the adjacent apartments to the west, and for the single-family homes it shall be at least 12 feet high. The barrier shall be solid from the ground to the top with no openings, and shall have a weight of at least 3 pounds per square foot, such as plywood that is ½-inch thick. The temporary walls would reduce construction noise by at least 5 dBA, depending on the receiver and the location of the noise source.

Finding: Mitigation Measure N-1 and N-2 are feasible and would reduce impacts related to construction activities. However, mitigation measures would not reduce Impact 5.8-1 to below significance threshold level and there is no other feasible mitigation. Impact 5.8-1 would remain Significant and Unavoidable and a Statement of Overriding Considerations is required.

Reference: DEIR Section 5.8, Pages 5.8-15 through 5.6-28.

Impact 5.8-2: The project would create short-term groundborne vibration and groundborne noise.

Impact 5.8-2 was not found to be significant and no findings are required for this impact.



3. Findings on Potentially Significant Impacts

Impact 5.8-3: Project implementation would result in long-term operation-related noise that would exceed local standards.

The proposed project would have the potential to generate project-related traffic noise impacts to noise sensitive uses along roadways, and noise from the operation of stationary sources (e.g. air conditions units, mechanical equipment) to residential areas adjacent to the project site. The traffic noise levels from the proposed project was evaluated, which indicated that the maximum noise increase from the project would be 0.5 dBA, which would not be discernible to receptors along roadways and is well below the 3 dBA threshold. Therefore, project-related traffic noise impacts would be less than significant.

Stationary noise sources at the project site include noise sources associated with the existing health center, including maintenance activities, HVAC system, deliveries, and parking lot usage. Although the use of HVAC units causing noise level to increase by more than 5 dB is prohibited pursuant to City of Los Angeles Noise Regulation Section 112.02, because a specific type and location of HVAC unit has not been determined, Mitigation Measure N-3 has been provided to ensure that operation of HVAC units do not result in noise level increase of 5 dBA. Provided that quieter HVAC units are selected, or HVAC condenser units are located as far as possible from nearby residential areas, especially to the west of the project site, and/or parapet walls along the northern and western sides of the building's roof are constructed, noise impacts from HVAC units would not exceed the significance threshold. Therefore, Impact 5.8-3 would not be significant.

Mitigation Measure

N-3 Prior to issuance of building permits, a noise analysis shall be prepared when specific building plans and elevations, and the specifications of the HVAC units are available. The noise analysis shall demonstrate that noise from HVAC units would not cause an increase of over 5 dBA over existing ambient noise to nearby residential uses to the north, south, and west of the project site. This can be accomplished by selecting quieter units, locating the HVAC condenser units as far as possible from nearby residential areas, especially to the west of the project site, and/or by constructing parapet walls along the northern and western sides of the building's roof. If a parapet wall construction is warranted, because the elevation of the proposed building is substantially higher than the nearby residential receptors, the proposed parapet walls would control noise as sound waves traveling over the barrier are diffracted, creating a quiet zone on the receptor side of the wall. The parapet wall shall have a minimum STC-rating (sound transmission class) of STC- 30 and shall be continuous with no gaps to force the sound waves into a diffracted path. A combination of the design features outlined above would provide the necessary reduction to limit the noise increase from the operation of HVAC units to less than 5 dBA above existing noise levels at the nearest receptors.

Finding: Mitigation Measure N-3 is feasible and would avoid or substantially lessen potentially significant long-term operation-related noise impacts to a less than significant level.

Reference: DEIR Section 5.8, Pages 5.8-15 through 5.6-28.

Impact 5.8-4: Future land uses may be exposed to noise levels that exceed the City's land use compatibility criteria.

Impact 5.8-4 was not found to be significant and no findings are required for this impact.

3. Findings on Potentially Significant Impacts

3.9 PUBLIC SERVICES

Impact 5.9-1: The proposed project would introduce additional structures and people to the project site, thereby slightly changing the dynamics of the demands for fire protection services.

Impact 5.9-1 was not found to be significant and no findings are required for this impact.

Impact 5.9-2: The proposed project would introduce additional structures and people to the project site, thereby slightly changing the dynamics of the demands for police protection services.

Development of the proposed project would result in additional police protection services demands. However, the proposed project would generally involve redistribution of service population rather than generating an entirely new service population because the facility would consolidate various County departments in the project vicinity to one location. The change in City's police services demands would be evaluated by the police department and Memorandum of Agreement would be prepared as included in Mitigation Measure PS-1. The County is also required to incorporate recommendations contained in a Workload Study prepared by the police department. These mitigation measures would ensure that impacts are reduced to a less than significant level.

Mitigation Measures

- PS-1 Prior to issuance of building permits, the County of Los Angeles shall submit a site plan to the Los Angeles Police Department's (LAPD) Crime Prevention Section for review and comment. The site plan shall incorporate crime prevention features such as, but not limited to, nighttime security lighting, building security system, secured parking facilities, and full-time onsite professional security. Additional security features subsequently recommended by the LAPD shall be implemented, and a Memorandum of Agreement shall be prepared for the agreed security features.
- PS-2 Prior to issuance of building permits, the County of Los Angeles shall provide operational and security feature details of the San Fernando Valley Family Support Center to the Los Angeles Police Department so that a Workload Study can be prepared in accordance with the Design Out Crime Program.



Finding: The Mitigation Measures PS-1 and PS-2 are feasible and avoid or substantially lessen potentially significant police services impacts to a less than significant level.

Reference: DEIR Section 5.9, pages 5.9-5 and 5.9-10.

3.10 TRANSPORTATION/TRAFFIC

Impact 5.10-1: Project-related trip generation would impact the existing area roadway system.

The proposed project would result in increased roadway trip volumes but decrease the overall future daily vehicle miles traveled (VMT). Under the existing plus project traffic conditions, the following three intersections would result in significant impacts:

1. Van Nuys Boulevard & Saticoy Street (ID# 12) – AM peak increase of 0.030 in V/C

3. Findings on Potentially Significant Impacts

2. Van Nuys Boulevard & Sherman Way (ID# 19) – PM peak increase of 0.042 in V/C
3. Woodman Avenue & Sherman Way (ID# 20) – AM peak increase of 0.023 in V/C

Under the future plus project conditions, which evaluated the projected future operating conditions with the addition of the proposed project traffic, the proposed project would result in significant traffic impacts at the following four analyzed intersections:

1. Van Nuys Boulevard & Saticoy Street (ID# 12) – AM peak increase of 0.031 in V/C
2. Sepulveda Boulevard & Sherman Way (ID# 17) – AM peak increase of 0.013 and PM peak increase of 0.019 in V/C
3. Van Nuys Boulevard & Sherman Way (ID# 19) – PM peak increase of 0.042 in V/C
4. Woodman Avenue & Sherman Way (ID# 20) – AM peak increase of 0.023 in V/C

In summary, implementation of the proposed project would result in significant impacts at three study intersections under existing plus project conditions and four study intersections under future plus project conditions. Three impacted intersections under existing plus conditions are the same intersections that are impacted under the future plus project conditions. Mitigation measures were considered at all four impacted intersections as discussed below, but only one impacted intersection has feasible mitigation measure to reduce impacts to a less than significant level. Although DEIR identified two mitigation measures as feasible (ID#12, Van Nuys Boulevard & Saticoy Street and ID#20, Woodman Avenue & Sherman Way), only one was accepted by the City of Los Angeles Department of Transportation as feasible.

Mitigation Considered

- 1 Van Nuys Boulevard & Saticoy Street (#12) Restripe eastbound approach from one left-turn lane, one through lane, and one right-turn lane to one left-turn lane, one through/left-turn lane, and one right-turn lane. This mitigation measure can be accomplished within the existing right-of-way but requires the removal of the existing crosswalk across the northern leg of Van Nuys Boulevard and implementation of split signal phasing for the eastbound and westbound approaches. This mitigation measure would result in LOS B during AM peak hour for the existing plus project conditions and LOS C during AM peak hour for the future plus project conditions. Therefore, impacts would be mitigated to a less than significant level. Because the intersection is in the jurisdiction of the City of Los Angeles, acceptance of the proposed mitigation and implementation of any improvements at this intersection would be dependent on factors beyond the sole control of the lead agency. The City of Los Angeles has accepted this mitigation measure and the impact at this intersection can be mitigated to a less than significant level.
- 2 Sepulveda Boulevard & Sherman Way (#17) Mitigation measures considered for this intersection include restriping approaches, signal system modifications, and attempts to accommodate additional capacity such as through lanes or additional turning lanes at the intersection. However, due to right-of-way constraints and limited options for improvements, no feasible mitigation was identified and this impact is considered to be significant and unavoidable.
- 3 Van Nuys Boulevard & Sherman Way (#19) Mitigation measures considered for this intersection include reconfiguration of the intersection geometry and signal system modifications. However, due

3. Findings on Potentially Significant Impacts

to right-of-way constraints and limited options for improvements, no feasible mitigation was identified and this impact is considered to be significant and unavoidable.

- 4 Woodman Avenue & Sherman Way (#20) Restripe southbound approach from one left-turn lane, two through lanes, and one right-turn lane to one left-turn lane, two through lanes, and one through/right-turn lane. This mitigation measure can be accomplished within the existing right-of-way by restriping the southbound approach and southbound departure, and the restriction of parking on the west side of Woodman Avenue south of Sherman Way. However, because the intersection is in the jurisdiction of the City of Los Angeles, acceptance of the proposed mitigation and implementation of any improvements at this intersection would be dependent on factors beyond the sole control of the lead agency. The City of Los Angeles Department of Transportation has determined this mitigation as infeasible and unacceptable. Therefore, the impact is considered to be significant and unavoidable.

Daily Vehicle Miles of Travel

Estimates were made for existing and future daily vehicle miles of travel during the project's operational phase based on estimates of the number of daily trips and the length of those trips for employee home-to-work trips, employee work-based trips (e.g., trips from the site during the workday), clients/visitors home-to-site trips, and external trips generated by the retail component of the project. Details of the assumptions VMT calculations are provided in Tables F-1 through F-4 of the Traffic Study (Appendix I of the DEIR). The proposed project would result in a net employee home-to-work VMT reduction of approximately 4,800 VMT from the estimated 30,028 VMT for the current conditions to 25,228 VMT for the proposed project, a net client/visitor home-to-site VMT reduction of approximately 2,973 VMT from 11,667 VMT to 8,694 VMT, a net employee lunch trip increase of 42 VMT from 1,318 VMT to 1,360, and a net retail/restaurant VMT increase of 508 VMT. In total, the proposed project is estimated to result in a net decrease of approximately 7,223 daily VMT, thereby having an overall beneficial impact in the regional circulation system.



Mitigation Measure

- T-1 An eastbound approach at the Van Nuys Boulevard and Saticoy Street intersection shall be restriped to one left-turn lane, one through/left-turn lane and one right-turn lane from the existing one left-turn lane, one through lane and one right-turn lane. The eastbound approach restriping within the existing right-of-way requires the removal of the existing crosswalk across the northern leg of Van Nuys Boulevard and implementation of split signal phasing for the eastbound and westbound approaches.

Finding: Mitigation Measure T-1 is feasible, accepted by the City of Los Angeles Department of Transportation (LADOT), and would lessen project-related traffic impacts to Van Nuys Boulevard & Saticoy Street. There are no feasible mitigation measures for impacted intersections of Sepulveda Boulevard & Sherman Way, Van Nuys Boulevard & Sherman Way, and Woodman Avenue & Sherman Way, and they will remain unmitigated and significant. A Statement of Overriding Considerations would be required.

Impact 5.10-2: Project circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.

Impact 5.10-2 was not found to be significant and no findings are required for this impact.

3. Findings on Potentially Significant Impacts

Impact 5.10-3: The proposed project would provide adequate emergency access.

Impact 5.10-3 was not found to be significant and no findings are required for this impact.

Impact 5.10-4: The proposed project would not conflict with an applicable congestion management program.

Impact 5.10-4 was not found to be significant and no findings are required for this impact.

Impact 5.10-5: Project-related trip generation would not impact the existing regional transit system and non-motorized travel system.

Impact 5.10-5 was not found to be significant and no findings are required for this impact.

Impact 5.10-6: The proposed project would provide adequate parking.

Impact 5.10-6 was not found to be significant and no findings are required for this impact.

Impact 5.10-7: The proposed project would have temporary adverse impact on the area transportation system during construction phase.

Hauling Truck Trips

During construction assuming that project construction occurs from 7 AM to 5 PM, Monday through Friday, approximately 160 one-way truck trips per day with carrying capacity of 16 cubic yards (CY) is anticipated. Additionally, hauling of debris from the demolished building would take approximately 364 one-way truck trips or 16 one-way trips over one month period. Potential haul routes include segments of Saticoy Street and Haskell Avenue, both of which are classified as Secondary Highways, and Van Nuys Boulevard, Roscoe Boulevard, and Sherman Way, which are classified as Major Highways Class II. While the project site is nearby roadways that have functional classification as haul routes and have been designed to accommodate the estimated level of truck traffic, it is conservatively assumed that the truck traffic would result in shortterm adverse impacts on these roadways without mitigation.

Construction Worker Traffic

The number of worker trips is expected to be substantially less than the peak hour trip generation associated with the proposed project once it is in operation. Therefore, construction worker traffic would be less than those identified above for project operation. However, considering the level of baseline traffic at some of the study intersections, it is possible that the combination of haul truck trips and worker trips during construction could result in temporary adverse impacts at some intersections without mitigation.

Construction Worker Parking

Parking for construction workers will be provided onsite or at a designated offsite off-street location, which would be shown in the construction traffic management plans. Provided that designated off-street

3. Findings on Potentially Significant Impacts

parking areas are provided and shown on a plan, no adverse construction worker parking would result from the proposed project.

Roadway and Sidewalk Access

Partial lane closures and temporary sidewalk closures during construction would be limited to those locations immediately adjacent to the project site. Segments of Van Nuys Boulevard and Satcoy Street would have short-term impacts at locations where curb cuts, curb landscaping, etc. are installed. However, access closures would be temporary and provision of adequate detours and signage would be necessary to minimize the access impacts.

In summary, as part of Mitigation Measures T-2 and T-3, construction traffic management plans would be prepared prior to the start of any construction work and appropriate measures would be taken if construction activities would affect any of the public right-of-way. Therefore, with the proposed mitigation incorporated, the project's construction impacts would be reduced to a less than significant level.

Mitigation Measures

- T-2 Prior to the start of any construction work, construction traffic management plans shall be prepared and submitted to Los Angeles Department of Transportation (LADOT) for review and approval. The plans should include elements such as street closure information, designation of haul routes for construction-related truck, location of access to the construction site, driveway turning movement restrictions, temporary traffic control devices or flagmen details, travel time restrictions (if any) for construction related traffic to avoid peak travel periods on selected roadway, consolidating construction truck deliveries, and designated staging and parking areas for workers and equipment. If oversized vehicles or loads are to be transported over state highways, a permit shall be required from Caltrans.
- T-3 Where construction activities occur within a public street right-of-way around the project site, the following measures shall be implemented:
- A site-specific construction work site traffic control plan shall be prepared for each construction phase and submitted to LADOT for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures (if any) would not be allowed, local traffic detours (if any), protective devices and traffic controls (e.g., barricades, cones, flag persons, lights, warning beacons, temporary traffic signals, warning signs), access limitations for abutting properties (if any), and provisions to maintain emergency access through construction work areas.
 - Provide safety precautions for pedestrian and bicyclists where existing facilities would be affected, including the sidewalks and pedestrian pathways around the perimeter of the project site. The safety precaution measures include, but are not limited to protection barriers and signage indicating alternative pedestrian and bicycle access routes.
 - Provide advance notice (no less than 10 days) of planned construction activities to any affected residents, businesses and property owners within 300 feet of the construction site.



3. Findings on Potentially Significant Impacts

- Coordinate with emergency service providers (police, fire, ambulance, and paramedic services) to provide advance notice of ongoing construction activity and construction hours.
- Coordinate with public transit providers (Metro, LADOT DASH) to provide advance notice of ongoing construction and construction hours.

Finding: Mitigation Measures T-2 and T-3 are feasible and implementation of these measures would avoid or substantially lessen potentially significant area transportation system during construction phase to a less than significant level for the reasons set forth in the Draft EIR.

Reference: DEIR Section 5.10, pages 5.10-58 through 5.10-61.

3.11 UTILITIES AND SERVICE SYSTEMS

Impact 5.11-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project.

The proposed project would increase the land use intensity on the project site and thereby increase the sewer average daily flow. As shown in Table 5.11-5 of the DEIR, the proposed project would generate approximately 42,305 gallons of sewage per day (gpd), which is an increase of 34,775 gpd from the current conditions.

The sewer infrastructure in the vicinity of the project site includes an existing 8-inch line on Saticoy Street, which feeds into an 18-inch line on Van Nuys Boulevard before splitting and discharging into 21- and 30-inch sewer lines on Hazeltine Avenue. Ultimately the waste is treated at the Hyperion Treatment Plant.

As shown in Table 5.11-6 of the DEIR, the 21-inch and 30-inch lines on Hazeltine Avenue are operating at 30 percent and 32 percent of their capacities, respectively, and the 18-inch sewer line on Van Nuys Boulevard is operating at 69 percent of its capacity. Implementation of the proposed project would increase the current sewer demand by less than 1 percent of the respective design capacities and impacts would not be significant. The proposed project would contribute an increase of approximately 8 percent to the secondary 8-inch line on Saticoy Street that has a 50 percent design capacity of 229,323 gpd. Although the current flow rate at this sewer line is not available, a detailed gauging and evaluation would be conducted at the time of permit process to identify a specific sewer connection point; if an insufficient capacity is identified at that time, the County of Los Angeles is required to build sewer lines to a point in the sewer system with sufficient capacity. Mitigation Measure USS-1 would ensure that adequate sanitary sewer facilities are installed or the County participate in the appropriate infrastructure improvement program as applicable. Therefore, impacts to city's sewer system would be less than significant.

Mitigation Measure

USS-1 Prior to approval of the final site plan issuance of a building permit, the County of Los Angeles shall be required to prepare and implement appropriate utilities plans, including necessary ~~install the sanitary sewer facilities~~ and water pipeline relocation, or participate in the appropriate infrastructure improvement program, if applicable, as required by the City of Los Angeles, which may include fees, credits,

3. Findings on Potentially Significant Impacts

reimbursement, construction, or a combination thereof, to mitigate the impacts of the proposed project.

Finding: Mitigation Measure USS-1 is feasible and would avoid or substantially lessen potentially significant wastewater services impacts to a less than significant level.

Reference: DEIR Section 5.11, pages 5.11-9 and 5.11-10.

Impact 5.11-2: Adequate water supply and delivery systems are adequate to meet project requirements.

Impact 5.11-2 was not found to be significant and no findings are required for this impact.

Impact 5.11-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.

Impact 5.11-3 was not found to be significant and no findings are required for this impact.

Impact 5.11-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.

Impact 5.11-4 was not found to be significant and no findings are required for this impact.

Impact 5.11-5: Existing and/or proposed facilities would be able to accommodate project-generated utility demands.

Impact 5.11-5 was not found to be significant and no findings are required for this impact.



3. Findings on Potentially Significant Impacts

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4. Statement of Overriding Considerations

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits of the project outweigh the unavoidable adverse effects, those effects may be considered “acceptable” (State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the Final EIR and/or elsewhere in the administrative record (State CEQA Guidelines Section 15093 [b]). The agency’s statement is referred to as a “Statement of Overriding Considerations.” The following sections provide a description of the each of the project’s significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

4.1 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

The following adverse impacts of the project are considered significant and unavoidable based on DEIR, the Final EIR, Mitigation Monitoring Program, and the findings discussed in Sections 2.0 and 3.0 of this document.

Impact 5.2-2

Mitigation Measures AQ-1a through AQ-2 would reduce NO_x generated by exhaust and fugitive dust while Mitigation Measure AQ-3 would require use of low-VOC paints. Table 6-1 shows construction emissions with adherence to mitigation measures. Use of low-VOC paints during architectural coating would ensure the VOCs do not exceed South Coast Air Quality Management District’s (SCAQMD) thresholds. Use of newer construction equipment would reduce construction emissions onsite. However, onsite emissions in addition to offsite emissions generated by haul trucks would generate substantial quantities of NO_x and would continue to exceed SCAQMD’s regional significance threshold. Therefore, Impact 5.2-2 would remain significant and unavoidable.



4. Statement of Overriding Considerations

Table 6-1
Maximum Daily Construction Regional Emissions – With Mitigation
(in pounds per day)

<i>Construction Phase</i>	<i>VOC</i>	<i>NO_x</i>	<i>CO</i>	<i>SO₂</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
2012	23	192	152	<1	22	14
2013	23	124	158	<1	17	9
2014	61	79	104	<1	11	6
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: CalEEMod, Version 2011.1.1.

Notes:

Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects. Modeling corrected for an error in CalEEMod that calculates PM₁₀ fugitive dust from hauling over the entire haul duration to occur on one day. Assumes overlap of the parking structure and the San Fernando Family Support Center building construction, and overlap of the San Fernando Family Support Center building construction with paving and coating operations. PM₁₀ and PM_{2.5} fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least three times daily (Mitigation Measure 2-2), managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour. Includes implementation of Mitigation Measures 2-1, 2-2, and 2-3, which requires use of Tier 3 construction equipment, watering three times daily, and use of low-VOC architectural coatings.

Impact 5.2-3

Operation of the San Fernando Family Support Center would generate long-term emissions that exceed SCAQMD's regional significance thresholds for NO_x. The majority of air pollutants are generated by trips to and from the site. Mitigation Measures AQ-4 through AQ-6 would reduce criteria air pollutants generated by the proposed project. However, emissions would continue to exceed SCAQMD's regional operational significance threshold for NO_x. Impact 5.2-3 would remain significant and unavoidable.

Cumulative Impacts

Construction

Project-related construction emissions would exceed the SCAQMD significance thresholds. Consequently, the project's contribution to cumulative air quality impacts would be significant and unavoidable.

Operation

Operation of the project would result in emissions in excess of the SCAQMD regional emissions thresholds for NO_x long-term operation. Therefore, the project's air pollutant emissions would be cumulatively significant and unavoidable.

4.2 NOISE

Impact 5.8-1

The proposed project would cause construction activities to result in temporary noise increase in the vicinity of the project site. The predicted increases over existing conditions would range from 5.0 to 22.0 dB. Because of the low ambient noise levels at receptors to the west and south of the project site, it is anticipated that noise from heavy equipment during site preparation, demolition, building construction,

4. Statement of Overriding Considerations

the construction of the parking structure, and asphalt paving would sporadically exceed the 5 dB threshold. Although implementation of Mitigation Measures N-1 and N-2 would reduce potential noise impacts, the reduction would be less than 17 dB and it would not reduce noise levels below threshold level. This impact would remain significant and unavoidable.

4.3 TRANSPORTATION AND TRAFFIC

Impact 5.10-1

Implementation of the proposed project would result in significant impacts to three study intersections under the existing plus project conditions and four intersections under the future plus project conditions. All three impacted intersections under the existing plus project conditions are included in the future impacted intersections. Implementation of Mitigation Measure T-1 would reduce potential impacts associated with one (ID#12, Van Nuys Boulevard & Saticoy Street) of the four impacted intersections and there are no feasible mitigation measures for the remaining three impacted intersections (ID#17, Sepulveda Boulevard & Sherman Way, ID#19, Van Nuys Boulevard & Sherman Way, and ID#20, Woodman Avenue & Sherman Way). Mitigation Measure T-1 has been accepted by the City of Los Angeles Department of Transportation, while the remaining three impacted intersections will remain unmitigated as no feasible mitigation is available. Therefore, Impact 5.10-1 would remain significant and unavoidable.

Cumulative Impacts

The proposed project would result in a cumulative traffic impact on four area intersections of which one can be mitigated and three remain unmitigated. Cumulative impacts to three of the four intersections are considered significant and unavoidable.



4.4 CONSIDERATIONS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." The following section describes the benefits of the project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the Final EIR has indicated that there will be significant project impacts that are infeasible to mitigate.

Redevelops An Existing Underutilized Site

The project site is currently developed with four buildings but only two buildings are occupied and in operation. Vacant structures attract vandalism and loitering and lack of human surveillance contribute to economic and neighborhood deterioration. The proposed project would revitalize the project site through increased activity and substantial improvement to the visual appearance of the project site. The improved landscaping and provision of open space would also contribute to revitalization of the project area. In addition, the project site is bordered by commercial uses to the east and north, and revitalization of the project site would likely benefit these businesses. The proposed project would contribute beneficial impact to the community socially and economically.

4. Statement of Overriding Considerations

Consolidates County Departments

The proposed project would consolidate seven family support service departments at one centralized location. Therefore, rather than traveling to and from different County office locations, only one stop would be made for family-support-related service needs, therefore reducing vehicle miles traveled (VMT) and negative environmental effects associated with VMTs. The project site accessibility is enhanced through consolidation and availability of public transportation. Within one-quarter mile of the project site, Metro operates on Rapid bus line and three local lines and Metrolink commuter rail service is at Van Nus Metro/Amtrack Station. The project site has mature network of pedestrian facilities around the project site, including sidewalks, crosswalks, and pedestrian safety features. The project site currently features approximately eight feet of sidewalk with a five-foot landscaped strip or tree wells between the roadway and the walkway on both the northern (Saticoy Street) and eastern edge (Van Nuys Boulevard) of the project site. The proposed project would enhance the pedestrian environment along the perimeter of the site. Therefore, the proposed project would minimize distances and time traveled for visitors, and improve use of public transportation for commuters. The travel demand would be further reduced through providing onsite pharmacy and small retail use.

Moreover, the project site contains the existing 50,200-square-foot Mid-Valley Comprehensive Health Center, which would remain active and integral to the project design and improvement. Therefore, selecting an alternative site for consolidation would require construction of an additional 50,200 square-foot of area, which would result in more adverse environmental impacts.

The proposed project would benefit the current and future family support center service population through enhanced site accessibility and consolidation would also promote intergovernmental coordination, which would also benefit the service population.

Provides Employment Opportunities for Highly Skilled Workers

The implementation of the proposed project will provide employment opportunities for a highly skilled workforce, especially opportunities within the trades and construction industries.

As of May 2012, unemployment in the City stood at approximately 12.2 percent and unemployment in Los Angeles County stood at 11.2 percent (U.S. Bureau of Labor Statistics, 2012). California and the United States have faced the most severe recession since the great depression. The construction sector was particularly affected. Implementation of the proposed project will continue to provide approximately 1,180 full-time jobs and generate approximately 450 new construction jobs over the three year construction schedule.

Implements the Objectives Established for the Project

The following objectives have been established for the proposed project and will aid decision makers in their review of the project and associated environmental impacts:

- Redevelop an existing underutilized site with sufficient office space to consolidate seven existing County departments at one centralized location to enhance accessibility by community residents.
- Allow for redevelopment of the project site to improve the provision of County services to San Fernando Valley residents.

4. Statement of Overriding Considerations

- Provide ancillary on-site retail space to reduce vehicle trips.
- Provide adequate on-site parking to avoid parking impacts to the surrounding community.
- Consolidate family support services currently being provided in multiple locations to reduce regional vehicle miles travelled.
- Substantially improve the visual appearance of the site through the development of a new building and improved landscaping.
- Provide additional recreational facilities to serve future visitors to the site as well as the surrounding residents.

Conclusion

For the foregoing reasons, the implementation of the San Fernando Valley Family Support Center project would substantially improve the visual quality of the project area, revitalize economic environment, and consolidate various County departments to a centralized location with enhanced accessibility, therefore, reduce environmental impacts, all of which outweigh the unavoidable environmental impacts.



4. Statement of Overriding Considerations

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ATTACHMENT E

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CAPITAL PROJECT NO. 77190**

(MITIGATION MONITORING AND REPORTING PROGRAM)

**MITIGATION MONITORING AND REPORTING PROGRAM
FOR SAN FERNANDO VALLEY FAMILY SUPPORT CENTER**

CEQA Action: Environmental Impact Report (EIR)

Project Description: The County of Los Angeles proposes to construct a new 250,330-square-foot office building and associated five-level parking structure on a 6.78-acre site. The new county building would house the seven County departments, 4,000 square feet of retail space for employees and visitor use, and a 2,750-square-foot pharmacy. An 8,180-square-foot green space area and a 3,600-square-foot children's play area would also be provided. The new office building would have a maximum height of 84 feet and would be north of the existing five-story Mid-Valley Comprehensive Health Center. The seven County departments include: 1) Department of Public Social Services; 2) Department of Children and Family Services; 3) Department of Health Services; 4) Child Support Services Department; 5) Department of Public Mental Health; 6) Probation Department; 7) Department of Public Health. A combined total of 1,705 spaces would be provided on the project site, including 1,602 spaces in the new five-level parking structure (3 levels above-grade and 2.25 levels below-grade) and 103 spaces on the surface parking. The project site is accessed from two driveways on Van Nuys Boulevard, including one ingress-only access on the north and one egress-only access on the south, and one access drive on Satcoy Street that would allow both ingress and egress access. It is expected that the new building will meet Leadership in Energy and Environmental Design (LEED) Silver Certification status for sustainability.

Project Location: 7501, 7515, 7533, and 7555 Van Nuys Boulevard, Los Angeles, CA (Southwest corner of Satcoy Street and Van Nuys Boulevard)

Terms and Definitions:

1. **Property Owner/Developer** – County of Los Angeles
2. **Timing** - This is the point where a mitigation measure must be monitored for compliance. Once the initial action item has been complied with, no additional monitoring pursuant to the Mitigation Monitoring and Reporting Program will occur, as routine County practices and procedures will ensure that the intent of the measure has been complied with.
3. **Responsibility for Monitoring** - Shall mean that compliance with the subject mitigation measure(s) shall be reviewed and determined adequate by all agencies listed for each mitigation measure. Outside public agency review is limited to those public agencies specified in the Mitigation Monitoring and Reporting Program which have permit authority in conjunction with the mitigation measure.
4. **Ongoing Mitigation Measures** - The mitigation measures that are designated to occur on an ongoing basis as part of this Mitigation Monitoring and Reporting Program will be monitored in the form of an annual letter from the County in January of each year demonstrating how compliance with the subject measure(s) has been achieved. When compliance with a measure has been demonstrated for a period of one year, monitoring of the measure will be deemed to be satisfied and no further monitoring will occur. For measures that are to be monitored "During Construction", the annual letter will review those measures only while construction is occurring; monitoring will be discontinued after construction is complete. A final annual letter will be provided at the close of construction.

5. **Building Permit** - For purposes of this Mitigation Monitoring Program, a building permit shall be defined as any permit issued for construction of a new building or structural expansion or modification of any existing building, but shall not include any permits required for interior tenant improvements or minor additions to an existing structure or building.

Timing	Measure	Responsible for Monitoring	Completion
5.1 Aesthetics			
Prior to issuance of building permits	AE-1 <p>Prior to the issuance of building permits, a landscape plan shall be prepared by the Public Works Department of the County of Los Angeles and submitted for review and approval by the County of Los Angeles. The landscape plan shall include measures to soften views of the new facilities buildings and structures from surrounding land uses and roadways. More specifically, the landscape plans shall include but not be limited to measures such as:</p> <ul style="list-style-type: none">• Landscaped project frontage along Van Nuys Boulevard and Satcoy Street planted with trees and low-growing evergreen groundcover and shrubs.• Evenly distributed and spaced trees and shrubs so as to interrupt and soften the buildings and structures that are visible from areas outside the project site.• A landscape plant palette that outlines a variety of tree types, shrubs, and ground cover and that provides character and uniqueness to the facility being developed. Specified tree species shall not drop significant amounts of debris, sap, or other materials. Additionally, trees should be easy to limb up and capable of thriving in urban conditions.• Provisions for the proper installation, irrigation (e.g., automatic irrigation system), and maintenance (e.g., lawn and groundcover to be trimmed or mowed regularly) of landscaping.	County of Los Angeles	
Prior to the issuance of building permits	AE-2 <p>Prior to the issuance of building permits, a lighting design and photometric plan shall be prepared by a licensed engineer and submitted to the Public Works Department of the County of Los Angeles for review and approval. The lighting plan shall include the amount, location, height, and intensity of street, building, and parking-area lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover onto adjacent properties and/or roadways. The photometric survey shall demonstrate that light spillover does not exceed two horizontal foot-candles at any existing residential property line, specifically at the residences abutting the project site to the west. Lights shall be shielded, installed, or designed so that the light rays are directed downward. The lighting plan shall also include a description and details of the proposed lighting fixtures.</p>	County of Los Angeles	
5.2 Air Quality			
Prior to and During Construction	AQ-1a <p>The construction contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are onsite for more than 5 days. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite. Prior to construction, the County of Los Angeles shall ensure that all demolition and grading plans clearly show the requirement for United States Environmental Protection Agency Tier 3 or higher emissions standards for construction equipment over 50 horsepower during ground-disturbing activities. In addition, equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five</p>	County of Los Angeles and Construction Contractor	

Timing	Measure	Responsible for Monitoring	Completion
AQ-1b	<p>minutes or less in compliance with California Air Resources Board's Rule 2449.</p> <p>The construction contractor shall include in contract with haulers for soil export that trucks/vehicles use certified to 2010 or newer standards.</p>		
During Grading	<p>AQ-2</p> <p>The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities for fugitive dust control in addition to South Coast Air Quality Management District Rule 403 to reduce particulate matter emissions. The County of Los Angeles shall verify compliance that these measures have been implemented during normal construction site inspections.</p> <ul style="list-style-type: none"> • During all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. • During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials, and tarp materials with a fabric cover or other cover that achieves the same amount of protection. • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. Recycled water should be used, if available. • During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour. 	County of Los Angeles and Construction Contractor	
During Construction	<p>AQ-3</p> <p>The construction contractor shall use interior and exterior paints that exceed the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113, known as "super-compliant paints." Interior and exterior coatings shall not exceed a VOC content of 100 grams per liter. A list of super-compliant VOC coating manufacturers is available at SCAQMD's website (http://www.aqmd.gov/prdas/brochures/paintguide.html). Use of super-compliant paints shall be noted on building plans. The County of Los Angeles shall verify that these measures have been implemented during normal construction site inspections:</p>	County of Los Angeles and Construction Contractor	
Prior to occupancy	<p>Proposed buildings would be designed to achieve LEED silver and would be 15 percent more energy efficient than the 2008 Building and Energy Standards. In addition, the California Green Building Code (CALGreen) requires installation of water-efficient plumbing and landscaping to reduce water use. The following additional measures would reduce operational phase emissions:</p>	County of Los Angeles and San Fernando Valley Family Support	

Timing	Measure	Responsible for Monitoring	Completion
AQ-4	<p>The County of Los Angeles shall implement a commute trip reduction (CTR) program. The CTR program shall identify alternative modes of transportation to the San Fernando Family Support Center, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regard these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The County of Los Angeles shall include the following incentives for commuters as part of the CTR program:</p> <ul style="list-style-type: none"> • Ride-matching assistance (e.g., subsidized public transit passes) • Preferential carpool parking • Flexible work schedules for carpools • Vanpool assistance or employer-provided vanpool/shuttle • Car-sharing program (e.g., Zipcar) • Bicycle end-trip facilities such as bike parking 	Center Administrator	
Prior to final site plan approval	AQ-5	County of Los Angeles	
During Plan Check	AQ-6	County of Los Angeles	
5.3 Geology and Soils			
During Grading	GEO-1	County of Los Angeles and Construction Contractor	

Timing	Measure	Responsible for Monitoring	Completion
5.5 Hazards and Hazardous Materials			
Prior to commencement of construction-related excavation or grading	HAZ-1 Prior to commencement of construction-related excavation or grading, additional soils testing shall be conducted for the excavated and stockpiled soils and reported in accordance with the requirements of the Department of Toxic Substances and Control (DTSC). The report shall document that site soils meet the thresholds set forth by the DTSC and site assessment, risk assessment, and remedial activities shall be conducted in general accordance with the process and procedures identified in Title 40, Code of Federal Regulations, Part 300 National Oil and Hazardous Substance Pollution Contingency Plan, and California Health and Safety Code, Chapter 6.5, Hazardous Waste Control. In addition, all applicable site assessment, risk assessment, and remediation guidance documents developed by the federal Environmental Protection Agency, and the DTSC shall be followed. The report shall be prepared by a qualified environmental professional defined as a registered environmental assessor II, professional engineer, geologist, certified engineering geologist, or a licensed hazardous substance contractor registered in this state. A letter of certification from a regulatory agency responsible for hazardous substance assessment and mitigation oversight of the site, stating that the site does not pose a significant risk, and is suitable for residential use, may be substituted for the abovementioned report.	County of Los Angeles	
5.6 Hydrology and Water Quality			
Prior to submitting the building permit application	HYD-1 To meet the requirements of the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP), the project applicant shall implement stormwater best management practices (BMPs) to treat and infiltrate the runoff from a storm event producing 0.75 inches of rainfall in a 24-hour period. The design of the structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate would be obtained from a California licensed engineer or licensed architect that the proposed BMPs meet this numerical threshold standard. Potential BMPs that would be implemented to meet this requirement include, but are not limited to, tree planting, downspout disconnection, and vegetated swales in the surface parking lot.	County of Los Angeles	
5.8 Noise			
Prior to issuance of grading permits	N-1 Prior to issuance of grading permits, the County of Los Angeles shall include a provision in contract to ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities. <ul style="list-style-type: none"> • Properly maintain and tune all construction equipment to minimize noise. • Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. • Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible. • Material delivery, soil haul trucks, and equipment servicing shall be restricted to the daytime hours from 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays. 	County of Los Angeles and Construction Contractor	

Timing	Measure	Responsible for Monitoring	Completion
Prior to initiation of demolition and grading activities	N-2 Prior to initiation of demolition and grading activities, the construction contractor shall erect a temporary solid noise barrier, to the extent practicable, between the construction site and the apartments to the west, and homes to the south. The temporary walls shall remain for the entire construction period. Due to site constraints, to maintain access to Satcoy Street, a noise barrier along the northern portion of the site would not be feasible. The temporary construction wall would have to break the line of site from the construction equipment exhaust stack to the windows of the nearest residential areas. In order to accomplish this requirement, the temporary walls shall be as tall as the roof base at the adjacent apartments to the west, and for the single-family homes it shall be at least 12 feet high. The barrier shall be solid from the ground to the top with no openings, and shall have a weight of at least 3 pounds per square foot, such as plywood that is 1/2-inch thick. The temporary walls would reduce construction noise by at least 5 dBA, depending on the receiver and the location of the noise source.	County of Los Angeles and Construction Contractor	
Prior to issuance of building permits	N-3 Prior to issuance of building permits, a noise analysis shall be prepared when specific building plans and elevations, and the specifications of the HVAC units are available. The noise analysis shall demonstrate that noise from HVAC units would not cause an increase of over 5 dBA over existing ambient noise to nearby residential uses to the north, south, and west of the project site. This can be accomplished by selecting quieter units, locating the HVAC condenser units as far as possible from nearby residential areas, especially to the west of the project site, and/or by constructing parapet walls along the northern and western sides of the building's roof. If a parapet wall construction is warranted, because the elevation of the proposed building is substantially higher than the nearby residential receptors, the proposed parapet walls would control noise as sound waves traveling over the barrier are diffracted, creating a quiet zone on the receptor side of the wall. The parapet wall shall have a minimum STC-rating (sound transmission class) of STC- 30 and shall be continuous with no gaps to force the sound waves into a diffracted path. A combination of the design features outlined above would provide the necessary reduction to limit the noise increase from the operation of HVAC units to less than 5 dBA above existing noise levels at the nearest receptors.	County of Los Angeles	
5.9 Public Services			
Prior to issuance of building permits	PS-1 Prior to issuance of building permits, the County of Los Angeles shall submit a site plan to the Los Angeles Police Department's (LAPD) Crime Prevention Section for review and comment. The site plan shall incorporate crime prevention features such as, but not limited to, nighttime security lighting, building security system, secured parking facilities, and full-time onsite professional security. Additional security features subsequently recommended by the LAPD shall be implemented, and a Memorandum of Agreement shall be prepared for the agreed security features.	County of Los Angeles and Los Angeles Police Department	
Prior to issuance of building permits	PS-2 Prior to issuance of building permits, the County of Los Angeles shall provide operational and security feature details of the San Fernando Valley Family Support Center to the Los Angeles Police Department so that a Workload Study can be prepared in accordance with the Design Out Crime Program.	County of Los Angeles	

Timing	Measure	Responsible for Monitoring	Completion
5.10 Transportation/Traffic Prior to occupancy	T-1 An eastbound approach at the Van Nuys Boulevard and Satcoy Street intersection shall be restriped to one left-turn lane, one through/left-turn lane and one right-turn lane from the existing one left-turn lane, one through lane and one right-turn lane. The eastbound approach resting within the existing right-of-way requires the removal of the existing crosswalk across the northern leg of Van Nuys Boulevard and implementation of split signal phasing for the eastbound and westbound approaches.	Los Angeles Department of Transportation	
Prior to start of any construction work	T-2 Prior to the start of any construction work, construction traffic management plans shall be prepared and submitted to Los Angeles Department of Transportation (LADOT) for review and approval. The plans should include elements such as street closure information, designation of haul routes for construction-related truck, location of access to the construction site, driveway turning movement restrictions, temporary traffic control devices or flagmen details, travel time restrictions (if any) for construction related traffic to avoid peak travel periods on selected roadway, consolidating construction truck deliveries, and designated staging and parking areas for workers and equipment. If oversized vehicles or loads are to be transported over state highways, a permit shall be required from Caltrans.	County of Los Angeles	
Prior to start of any construction work	T-3 Where construction activities occur within a public street right-of-way around the project site, the following measures shall be implemented: <ul style="list-style-type: none"> • A site-specific construction work site traffic control plan shall be prepared for each construction phase and submitted to LADOT for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures (if any) would not be allowed, local traffic detours (if any), protective devices and traffic controls (e.g., barricades, cones, flag persons, lights, warning beacons, temporary traffic signals, warning signs), access limitations for abutting properties (if any), and provisions to maintain emergency access through construction work areas. • Provide safety precautions for pedestrian and bicyclists where existing facilities would be affected, including the sidewalks and pedestrian pathways around the perimeter of the project site. The safety precaution measures include, but are not limited to protection barriers and signage indicating alternative pedestrian and bicycle access routes. • Provide advance notice (no less than 10 days) of planned construction activities to any affected residents, businesses and property owners within 300 feet of the construction site. • Coordinate with emergency service providers (police, fire, ambulance, and paramedic services) to provide advance notice of ongoing construction activity and construction hours. • Coordinate with public transit providers (Metro, LADOT DASH) to provide advance notice of ongoing construction and construction hours. 	County of Los Angeles	

Timing	Measure	Responsible for Monitoring	Completion
5.11 Utilities and Service Systems			
Prior to issuance of a building permit	<p>USS-1</p> <p>Prior to approval of the final site plan, the County of Los Angeles shall be required to prepare and implement appropriate utilities plans, including necessary sanitary sewer facilities and water pipeline relocation, or participate in the appropriate infrastructure improvement program, if applicable, as required by the City of Los Angeles, which may include fees, credits, reimbursement, construction, or a combination thereof, to mitigate the impacts of the proposed project.</p>	County of Los Angeles and City of Los Angeles	